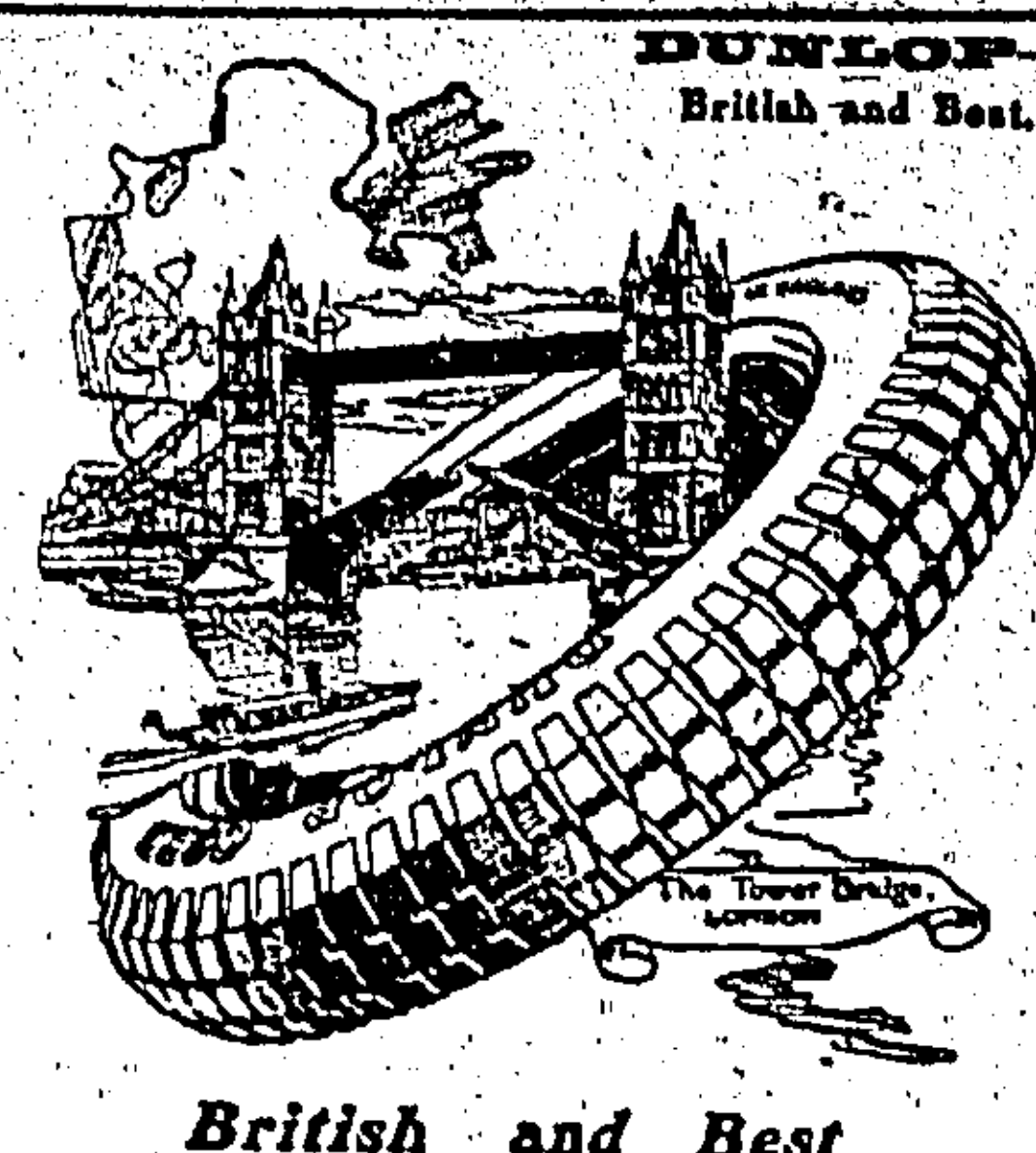


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DRAFT OF NAVAL TREATY.

BEING SUBMITTED TO THE CAPITALS.

POSSIBLE POSTPONEMENT OF PLENARY SESSION.

SAFEGUARD CLAUSE.

London, Apr. 17.
It is anticipated that the draft Treaty resulting from the Naval Conference will be completed within the next forty-eight hours. A summary will at once be telegraphed to the capitals and it is hoped that replies will be received in time for the final drafting to be completed by Tuesday morning, in which case the last Plenary Session will be held then as provisionally arranged.

This is entirely dependent on the time when the views of the Governments concerned are received in London and a postponement is not unlikely.

Yesterday's discussion between Mr. Macdonald, Mr. Stimson and Mr. Wakatsuki concerned the so called safeguarding clause for insertion in that part of the Treaty to be signed by the three Powers they represent.

Nature of the Clause.

The proposed clause follows broadly the similar clause in the Washington Treaty, except that instead of a conference being summoned should any of the signatory Powers consider its naval position jeopardised by the action of an outside Power, it is now proposed that there should be consultations through diplomatic channels, and that after due notice the Power affected by the accelerated building of the outside Power should be entitled to increase its own programme. The clause was drafted and transmitted to Tokyo for the examination of the Japanese Government.

In the House of Commons to-day a member asked whether, in discussing this safeguarding clause, the strength of the French and Italian navies in combination was to be considered. The Chancellor of the Exchequer, Mr. Snowden, replied that the clause would not be aimed at any special fleet or combination of fleets.

Singapore Base.

London, Apr. 17.
In the House of Commons, Comdr. Kenworthy asked whether, in view of the successful conclusion of a tripartite naval treaty, it was proposed to proceed with the Singapore naval base, especially the provision of facilities for docking and repairing the largest battleships.

Mr. Alexander replied that the matter required a very careful review in the light of the treaty we are hoping shortly will be signed by all the Powers represented at the Naval Conference. This review would be undertaken with as little delay as possible, and in full consultation with the Dominions Governments concerned.

Comdr. Kenworthy asked if the position was not very much altered by the announced British policy of looking to the eventual disappearance of the battleship. "What is the use, then," he asked, "of building battleship docks?" Mr. Alexander said no useful purpose would be served by discussing that at present and declined to endorse Mr. Winston Churchill's suggestion that there be no alteration of the Government's existing policy for an Imperial Conference in the autumn.

DUCHESS NEARING CAPETOWN.

MAKING GOOD PROGRESS ON RECORD FLIGHT.

Broken Hill, Apr. 18.
The Duchess of Bedford and Captain Barnard have left here for Capetown. They expect to arrive at Capetown to-morrow.
They left Croydon in a Fokker Monoplane on April 9 in an attempt to fly to Capetown and back within eighteen days and thus set up a new record.—*Reuter*.

NEW SCHOOL FOR KOWLOON.

TENDERS FOR PREPARATION OF THE SITE.

BIG AREA PROVIDED.

A start is to be made on site preparation for the New Central British School at Kowloon, it being intimated in the current issue of the *Government Gazette* that tenders therefor will be received at the Colonial Secretary's Office until noon of May 5th. The work comprises the formation of the site, together with all drainage and any other contingent work.

In the Estimates for the current year, a sum of \$750,000 is set down for the School, of which \$60,000 is estimated to be spent this year, on site preparation.

The new School will be situated on a fine plot of ground to the east of the Kowloon Hospital, the area earmarked for the purpose being ten acres in extent.

We understand that the completed plans are for a large Senior School, Headmaster's house and garden, a Junior School, large football and cricket pitches, several tennis courts and a pavilion.

The Junior School will not be proceeded with at present.

SHANGHAI COUNCIL DISPUTE.

CHINESE MAY REFUSE TO PAY TAXES.

Shanghai, Apr. 18.

Great interest is being centred on the special meeting of ratepayers which will probably be held almost immediately to reconsider the question of Chinese representation on the Municipal Council.

It will be recalled that on Wednesday the ratepayers by an overwhelming majority rejected the Council's unanimous recommendation that the Chinese representation be increased from three members to five.

The Chinese may refuse to pay taxes if no satisfactory solution is reached.—*Our Own Correspondent*.

GERMANS TRIED IN POLAND.

VARYING SENTENCES IN A CONSPIRACY CASE.

Warsaw, Apr. 18.

The trial of ten members of the German minority organisation, *Deutscher Bund*, at Bydgoszcz, for conspiring against Poland, has resulted in sentences of a month to a year, varying from confinement in a fortress to the benefit of the First Offender's Act.

The Court found extenuating circumstances.—*Reuter*.

DISPUTE AT "CHINA PRESS" OFFICE.

NEWSPAPER PAYS OFF ITS COMPOSITORS.

Shanghai, Apr. 18.

A disagreement between the employers and the compositors of the *China Press* to-day resulted in the employees being paid off and Russian workers engaged in their place.

The police have been asked to guard the printing office.—*Our Own Correspondent*.

EARTHQUAKES IN GREECE.

GOOD FRIDAY WORSHIPPERS ALARMED.

Athens, Apr. 18.

The worshippers who crowded the Good Friday services here and at Piræus were very alarmed during the night by violent earthquake shocks which covered a wide area of Greece.

Church towers were shaken down at Isthmia and Sparta, but only minor casualties are reported.—*Reuter*.

INTERVIEW WITH LADY PEEL.

NEW GOVERNOR'S WIFE TALKS ON EAST.

BELIEVES IN LIVING A NORMAL LIFE.

AN ARDENT WALKER.

Lady Peel, the wife of the newly-appointed Governor of Hongkong, has some interesting things to say in the course of a chat which she recently had with a lady writer of the *Daily Mail*. Incidentally, she reveals the fact that she is a very keen walker, and that she believed in women in the East leading a normal life.

The interview, which is signed by "D.C.," is as follows:

The jungle almost adjoins her garden and the cries of its fearsome inhabitants may sometimes be heard in her drawing-room, but the Englishwoman living in Malaya enjoys nearly as much 20th-century comfort as a towns-woman at home. So says Lady Peel, the wife of Sir William Peel, the newly appointed Governor of Hongkong. They have recently returned to London from the Federated Malay States, where Sir William was for three years Chief Secretary to Government.

Electricity and Tennis.

There are, for example, the newest fashions and dependable electricity in Kuala Lumpur, the capital, besides English and French vegetables from the hills cooked by the excellent Chinese.

There are golf courses and tennis courts for play when the heat and the rain permit, and since all women to-day are more intelligent and better informed than their mothers about the essentials of good health and a good complexion, the ravages of a tropical climate can be foiled by consistent and reasonable care.

As the wife of a Colonial official, Lady Peel has spent twenty years in equatorial climates, and when I commented on the freshness and clarity of her skin she merely laughed back.

Long Walks.

"I take ordinary care of it and lead a normal life. I have done a great deal of walking in the jungle accompanying my husband when he is inspecting. No, I have never seen anything more terrible than bees in the forest, or heard any voice less familiar than the chatter of the monkeys."

"There are wild beasts, of course, but I did not see any. We have tramped ten miles a day, and spent four days at a trek. It was certainly good exercise."

"I think the women at home would be surprised to see how elegantly the European women dress in Malaya. There are enterprising French dressmakers who make our clothes, and the fashions in Kuala Lumpur are very similar to those I have seen in Bond-street, even to the off-the-brow hats."

Giving up One's Children.

"There is only one aspect of life in the East that is not happy—and that is having to give up one's children. Until the babies are between five and seven they thrive beautifully, but we have to let them come home afterwards, and do all their growing up in the English climate. My eldest boy is eighteen; he came home over twelve years ago. Fortunately I have seen him many times during that period."

Chinese Servants Excel.

"We have Chinese servants in Malaya, and they excel at the three household branches of work over which we are very particular—I mean cooking, cleaning, and laundry. They keep our silks and linens in perfect condition."

"All English people who have lived there will know of that 'delicate' fruit called durian. Everyone is supposed to taste and eventually eat and enjoy it. It has an odour that is so nauseating that I have only once had the courage to sample it—something like turpentine and decayed meat—but I am assured by connoisseurs that durian has a delectable flavour."

Lady Peel says that the Malays are 'Nature's gentlemen, and possess very charming personal-

HOME FOOTBALL RESULTS.

BLACKPOOL LEADING IN SECOND DIVISION.

OLDHAM BEATEN.

London, Apr. 18.

The First Division League football matches played to-day did little to solve the relegation question, the four teams at the bottom of the table, Everton, Grimsby, Newcastle and Manchester United all winning their matches.

In the Second Division, Oldham lose the leadership by virtue of their defeat by Blackpool who again won to the top. Chelsea beat Bristol City and are still in the running for promotion.

Plymouth are now almost certain of promotion from the Southern Section to the Second Division. They won to-day, but their closest rivals, Brentford, failed against Queen's Park Rangers. The fight in the Northern Section continues keen, Stockport and Port Vale now being on level terms with 57 points. Port Vale have a match in hand, however.

Results of to-day's matches, as cabled by *Reuter*, are given below:

First Division.

Arsenal	1	Leicester	1
Bolton	0	Sunderland	0
Everton	0	Burnley	0
Grimsby	0	Birmingham	0
Manchester U.	0	Huddersfield	0
Newcastle	0	Liverpool	0
Portsmouth	0	Aston Villa	0
West Ham	0	Sheffield U.	0

Second Division.

Blackpool	3	Oldham	0
Bury	0	Notts. Forest	0
Cardiff	0	Reading	1
Charlton	0	Swansea	2
Chelsea	0	Bristol City	0
Hull	0	Bradford	0
Millwall	0	Barnsley	0
Preston N.E.	0	Notts. County	1
Tottenham	0	West Brom.	2

Third Division (South).

Brighton	1	Coventry	0
Bristol R.	0	Clapton	0
Gillingham	0	Southend	0
Luton	0	Crystal Pal.	2
Plymouth	0	Newport	1
Queen's P.R.	0	Brentford	0
Swindon	0	Watford	3

Third Division (North).

Carlisle	2	Accrington	1
Chatterfield	0	Hullway	0
Crewe	0	Barrow	0
Doncaster	0	Rotherham	0
New Brighton	0	Stockport	0
Port Vale	0	York	1
Reckdale	0	Hartlepool	1
Southport	0	Wrexham	3
Sth. Shields	0	Darlington	0
Tranmere	0	Lincoln	1
Nelson	0	Wigan	1

BILL REGULATING WORK HOURS.

PROVISION FOR FORTY-EIGHT WEEKLY.

EXEMPTED CLASSES.

London, Apr. 17.

A Government Bill has been introduced into the House of Commons by Miss Margaret Bondfield, the Minister of Labour, to regulate the hours of work in industrial undertakings. The new bill is based on the Washington Hours Convention of 1919.

It limits the ordinary hours of work to eight daily and forty-eight weekly ("statutory limits"), but variations in the daily hours of work are allowed.

The hours of workers engaged in industries and in other employments where continuous processes must be operated will, under the Bill, be allowed to average fifty-six hours a week over three weeks.

The Bill also makes provision for the working of overtime and provides that overtime must not exceed thirty-two hours in any one month. It is also provided that the pay for overtime must be at least at the rate of time and quarter.

It is also provided that the Minister must consult the organisations representing the employers and workers before regulating the arrangement of working hours.

Clerical workers, home workers, sea going people, those working underground in coalmines and agriculturists are among the classes of workers to which the new Bill does not apply.—*Reuter*.

ties. The Malay orderlies at Cirossa, the Chief Secretary's house, wear their native costume and look very picturesque.

VOLUNTEER RIFLE MEETING.

RESULTS OF FIRST DAYS EVENTS.

BLAKE SHIELD & FRANCIS CUP COMPETITIONS.

CHAMPIONSHIP TO-DAY

In spite of a "glare," some good shooting was seen at the annual rifle meeting of the Hongkong Volunteer Defence Corps which commenced at Stonecutters yesterday and is being continued to-day. There was a good turn-out, with more individual entries for the musketry and the corps championship events, but there was a small falling-off in team entries.

Excellent arrangements were made, and the events were shot off well to time. Great interest centres in the Corps Championship in which competitors include Pte. McLennan of No. 7 Platoon, last year's winner, and two former champions, R.S.M. Westlake and Lance Corporal Goodman. This event will be decided to-day together with the Tyro Competition, the Hongkong Volunteer Reserve Challenge Cup and the two Revolver Competitions.

When yesterday's shooting started at nine o'clock in the morning the light was good, but as the day advanced considerable "glare" was in evidence which affected the competitors to some extent. There was practically no wind.

Following are yesterday's results:

Blake Shield.

1.—No. 6 Platoon: Lieut. G. Duncan (74), Pipe Major Mackie (73), Sergt. Cuthill (78) and Lance Corporal Goodman (72). Total 297.

2.—No. 7 Platoon, "A" team: Pte. McLennan (83), Pte. Stainton (77), Sergt. Parkinson (74) and Pte. Younger (62). Total 296.

3.—No. 12 Platoon: Lance Corporal Rozario (75), Pte. Silva (74), Sergt. Maher (65) and Lance Corporal Baleros (62). Total 276.

Francis Cup.

1.—No. 6 Platoon, "A" team: Lieut. Duncan (44), Pipe Major Mackie (45), Sergt. Cuthill (45) and Lance Corporal Goodman (45). Snap shooting, 65. Total 244.

2.—No. 7 Platoon, "A" team: Pte. Stainton (50), Pte. Younger (47), Pte. McLennan (47) and Sergt. Parkinson (35). Snap Shooting 45. Total 224.

3.—No. 12 Platoon: Pte. Silva (38), Lance Corporal Baleros (43), Sergt. Maher (34) and Lance Corporal Rozario (42). Snap shooting, 65. Total 222.

Jar Competition.

1.—No. 10 Platoon "B" team: Pte. Xavier, Pte. Alyes, Pte. Roza Pereira and Lance Corporal Pinna. Six jars broken.

2.—No. 6 Platoon "A" team: Lieut. Duncan, Pipe Major Mackie and Sergt. Cuthill and Lance Corporal Goodman. Five jars broken.

3.—No. 10 Platoon "A" team: Sergt. Silva, Lance Corporal Sequeira, Lance Corporal Rocha and Pte. Ribeiro. Five jars broken.

Attack Competition.

1.—No. 7 Platoon: Capt. Forsyth, Pte. Summers, Pte. Younger, Sergt. Parkinson, Pte. Stainton and Pte. McLennan (42).

2.—No. 4 Platoon: Capt. Mitchell, 2nd. Lieut. Stewart, Pte. Holmes, Pte. Wood, Pte. Richardson and Pte. Bullock (37). Leader, Sergt. Stewart-Smith.

Musketry Competition.

Three practices, 7, 8, and 9, with possible scores 20, 20, and 30: total 70.

1.—Sergt. Rozario, No. 12 Platoon, 18, 19 and 30. Total 67.

2.—Sergt. Cuthill, No. 6 Platoon, 17, 19 and 30. Total 66.

3.—Corporal Greive, Machine Gun Troop, 18, 18 and 30. Total 66.

Experiments have shown that telephone communication from railway trains is practicable (says the Postmaster-General), but at present the demand does not seem likely to justify the expense to the railway companies for providing facilities.

Bulls and Inners

From the Office Butts.

Sepoy Disaster Fund:—Successful Distressed Families.

China War Heading:—"Yen Stands Firm." That's more than the dollar does, anyway.

The difference between learning golf and motoring is that in the former you hit nothing, whilst in the latter you hit everything.

The Hongkong Government Broadcasting Station on Monday gave us "Just a Memory." It did not, however, turn out to have any reference to the two-shilling dollar.

The man who marries for money soon realises that it talks.

"Stylish men will wear three buttons this Spring," says a men's wear journal. The old-fashioned, however, will still favour a complete suit.

An English racehorse named "O" is said to do badly in training unless accompanied by a companion. It obviously needs a go to make it "Go."

"Local Crime Wave," says a newspaper heading. Let's hope it isn't of the permanent variety.

This long skirt controversy looks like kicking up the dust.

We hear of a houseboy who has been with the same family for twenty years. But not without a break.

If there's much more of this taxation at Home, the outgo will be bigger than the income.

We hear of a husband whose countenance fell when he had the bill for lifting his wife's face.

"Egypt Demands Fantastic," says newspaper heading. She does seem to be leading us a bit of a light fantastic!

Latest Howler:—"Necromancer—A salesman in the collar department."

From recent observation we should say that a fortune awaits the man who invents a bed in the shape of a barber's chair!

Newspaper heading:—"Beer Duties Up. Nothing Taken From the Poor." All Sop!

Some people think that silver is best for making money, and some say gold. Like times of old, When Queens toyed with their honey.

But now we have another hint, That we should make it nickel; And thus give more work to the mint.

To make coins by the picul. But we don't care A tuppenny dam What'er the base may be, As long as we can have our jam.

The part that really gets our goat, And puts us in a fix, Is reckoning for the wife's fur coat.

At dollars one-and-six. So what we'd like to help us live, Is that banks should take theonus.

And sumpence with each dollar give, By way of special bonus!

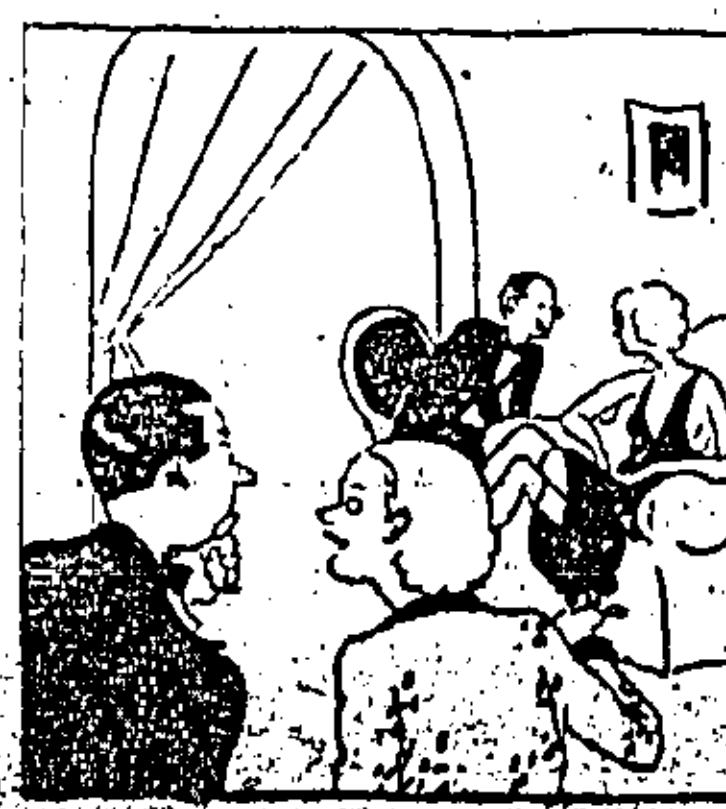
Most new books are forgotten within a year—by those who borrow them.

Kreisler says:—"In respect of violins, I am polygamous." Women are the same way with regard to hats.

The President of Germany recently signed the Young Plan. The Hindenburg Line this time was a dotted one.

"A cool thief," says a local headline. The police, however, were hot on his trail.

"John"—The verb is "to practice," but no indication can be given of how long a lawyer must practice before he can do it.



"She—You pride yourself on being able to judge a woman's character—by her—clothes. What would be your verdict on my sister over there? He: Insufficient evidence."

News item:—An unfortunate incident took place at last Thursday's meeting of the Sawdust Club (Sons of Scotia Chapter). It appears that as a result of firing at the Kennedy Road Range, two members were so deaf that they didn't hear an invitation to have a drink!

An American who has played the piano for 112 hours without stopping is going to England. God Save the King!

In these hard times, we can sympathise with the lads who were disappointed on finding that their interpretation of a newspaper notice asking that all bills be sent to a well-known taipan for payment, was not the correct one.

There was a young man of the Peak, Who was proper and prim, so to speak. When his spats were bespattered, He said all that mattered, Was the fact that his hair was quite sleek!

Now when you have all read this verse, Don't be like the flapper and curse; But try and do better, And send some by letter, We'll use them next week, if not worse!

We know of a young lady who went to England alone on the last P. and O. but the boat was crowded.

"A.B. C. D. goldfish?" "M.N.O. goldfish!" "S.M.R. goldfish!" "G. I.C.M.R. goldfish!"

We understand the reason for the delay in the start of China's latest war is that one of the Armies has been discovered to be off-side.

"Wanted:—Moderate-rent flat, Kowloon; must be accessible and in quiet locality." The optimist!

Shanghai is to have the biggest cinema in the East, costing two million taels. Tails up!

A new athletic combination in the Colony is the Radio Sports Club. It should make the sparks fly.

"John"—The verb is "to practice," but no indication can be given of how long a lawyer must practice before he can do it.

MARVELLOUS RECORDING ACHIEVEMENTS

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CHORUS HITS OF YESTERDAY by the Jolly Old Fellows.

Introducing

Fol-The-rol-lol, Girly Girly, Skylark,
Honeysuckle on the bee, Miner's Dream of home,
Her Golden Hair was hanging down her back,
The Blind Boy, Comrades, Little Annie Rooney,
Just Like the Ivy, Where did you get that Hat?

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STORY OF WOMEN'S CUPIDITY.

HARD-EARNED MONEY LOST IN GAMBLING.

How the cupidity of two women deprived them of money which had been earned by hard toil, was told to the Magistrate (Mr. Grantham) at the Central Magistrate on Thursday afternoon, when Chan Wai, a seaman, and Chan Chi, a district watchman, were sent to prison for theft.

The police stated that the locality around Wing Wa Terrace was inhabited mostly by scavenger coolies.

Here, in the open street, in their leisure hours during the day, a gambling school was generally held, in which the money earned by toil in the night, was frittered away in a few minutes in the desire to acquire more by easy means.

As an instance, it was related that two women, inveterate gamblers, on the day in question, had between them raised \$24, which they staked on a turn of the dice before certain events occurred which led to the present Court proceedings.

Just before cards were dealt out in a game, described, and strangely reminiscent of "twenty-one," an interruption unexpectedly came from two men who had invited themselves into the party.

They were Chan Wai, a seaman, and his friend, Chan Chi, the watchman; who, between them, created a diversion by causing a disturbance, breaking up the game, and pouncing on the money then being staked on the prospective game.

It was said that Chan Chi went further. He announced that he was a representative of the law, as indeed he was, and his first act attendant on that announcement was to grab the \$24 belonging to the two unfortunate women. The men then took to their heels.

A Chase.

There was a hue-and-cry, and while the two men were running, they were intercepted by Bukit Singh, a foreman in the Sanitary Department. Proving his connection with the district watchmen force by showing his whistle, Chan Chi was permitted to go away, but was re-arrested by the Police later when investigations had revealed the truth of the affair.

In Court the two men denied that they had stolen the money.

Chan Chi said his only interest in the game was that of a police officer desirous of doing his duty.

Chan Wai said he took part in the game, but had been cheated by underhand work on the part of the banker with the cards. He was seeking to retrieve his stake, considering that he had been swindled, when objection was taken by the other players, and he found himself in a minority in the subsequent argument.

It was revealed by evidence adduced by the prosecution that he had been owing other players money and had not "paid up." The suspicion was voiced that he staged the "raid" to secure his revenge and at the same time to recoup himself of what little money he had actually lost to the others in previous games.

Mr. A. E. Hall and Mr. F. X. d'Almada, Jnr. were for the defence. After hearing their submissions that the charge was a trumped-up one, the Magistrate said he believed the story of the two women. He sentenced Chan Wai to two months' hard labour and Chan Chi, the watchman, to four months.

On a plea subsequently made for alternative fines, his Worship fixed the amount at \$100 in the case of the first-named, and \$250 in the case of the other.

The money stolen from the women was not recovered.

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PEAK WEDDING.

MR. GREENHALGH AND MISS FARROW.

The marriage was solemnised on Thursday afternoon between Miss Doris Diana Farrow, second daughter of Mr. and Mrs. George William Farrow of Portsmouth and Mr. William Robert Greenhalgh of the Taikoo staff of Messrs. Butterfield and Swire. The service was conducted by the Rev. H. V. Koop at the Peak Church.

The bride entered the church on the arm of Mr. T. S. Whyte-Smith, by whom she was given away. She was attired in a long white satin gown in mediæval style, with a tulle veil trimmed with pearls and orange blossoms. Her bouquet was of pink carnations. Attending the bride were the Misses Jean and Catherine Whyte-Smith and Miss Mabel Fielder, while Mrs. Whyte-Smith was the matron of honour.

The bridesmaids' dresses were replicas of the bride's gown, while they carried posies of early Victorian mixed carnations. Mrs. Whyte-Smith was attired in navy blue and white with navy blue and beige hat trimmed with velvet of the same colour, her bouquet being of African daisies.

Mr. E. W. Coulson discharged the duties of best man.

Following the church ceremony, a reception was held at the residence of Mr. and Mrs. T. S. Whyte-Smith, at 107, the Peak, where the happy couple were the recipients of the congratulations of their many friends.

The honeymoon is being spent in England, Mr. and Mrs. Greenhalgh leaving by the Siberia Maru via Canada. The bride's going away dress will be of navy blue satin with tuck-in blouse with shoes and hat to match.

IMPORTANT WITNESS ABSENT.

COURT PROCEEDINGS HELD UP AT MAGISTRACY.

The proceedings in Mr. Lindell's Court, at the Central Magistrate on Thursday afternoon, were held up by the non-arrival of an important witness, upon whose evidence may rely the conviction or discharge of a Chinese, who is now answering a charge of being in possession of stolen property, alleged to have been taken during an armed robbery perpetrated at Namtau. Extradition proceedings are involved.

The witness in question was the master of the Po On Photographic shop, of Namtau, where, the fugitive contends, he was employed as a foki. This man was expected to

arrive in company with a Canton police constable, but failed to do so, after the Court had adjourned for over an hour.

Cheng Wai-shung, alias Cheng Mok-ting, an Elder and a Justice of the Peace in the Namtau district, who had received a letter from the accused whilst he was in prison, was present and gave evidence, during which he said that he had known the fugitive since August last year. He was not aware that he worked as a foki in the Po On photographic shop, although he had seen him there. He had tried to persuade the master of the Po On shop to come to the Court that day, but he was taking part in a festival and would not come. He could not order him to come, but could only request him. He could, however, guarantee his presence in the Court any day after April 22nd.

In reply to Mr. Rendall, who was appearing for the fugitive, witness

said that he did take steps to try and apprehend anyone who had taken part in the armed robbery, by having the outward boats watched by constables. They had made no report to him, however. If the defendant had business cards printed with the name of the Po On firm, when he was not a foki of that firm, he was a crafty fellow. The using of such cards would not improve anyone's social status in the village.

This, apart from the testimony of the master of the Po On shop, having brought the evidence to a close, the case was adjourned until 2 p.m. on Thursday next.

Heinrich Sobilski, a 17-year-old Pole, made the 24 hours' journey from Warsaw to Berlin, clinging to the axle of a train. He was discovered on arrival at Berlin and will be sent back to Poland.



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your Blood Mixture, and shall always recommend it to one man for Rheumatism, and he tells me it is doing him good."

Profit by Miss West's Experience and Start Cleansing Your Blood to-day.

Just as good for Rashes, Sores, Eruptions, Ulcers, Swollen Glands, Piles, Rheumatism. Of all chemists and dealers.

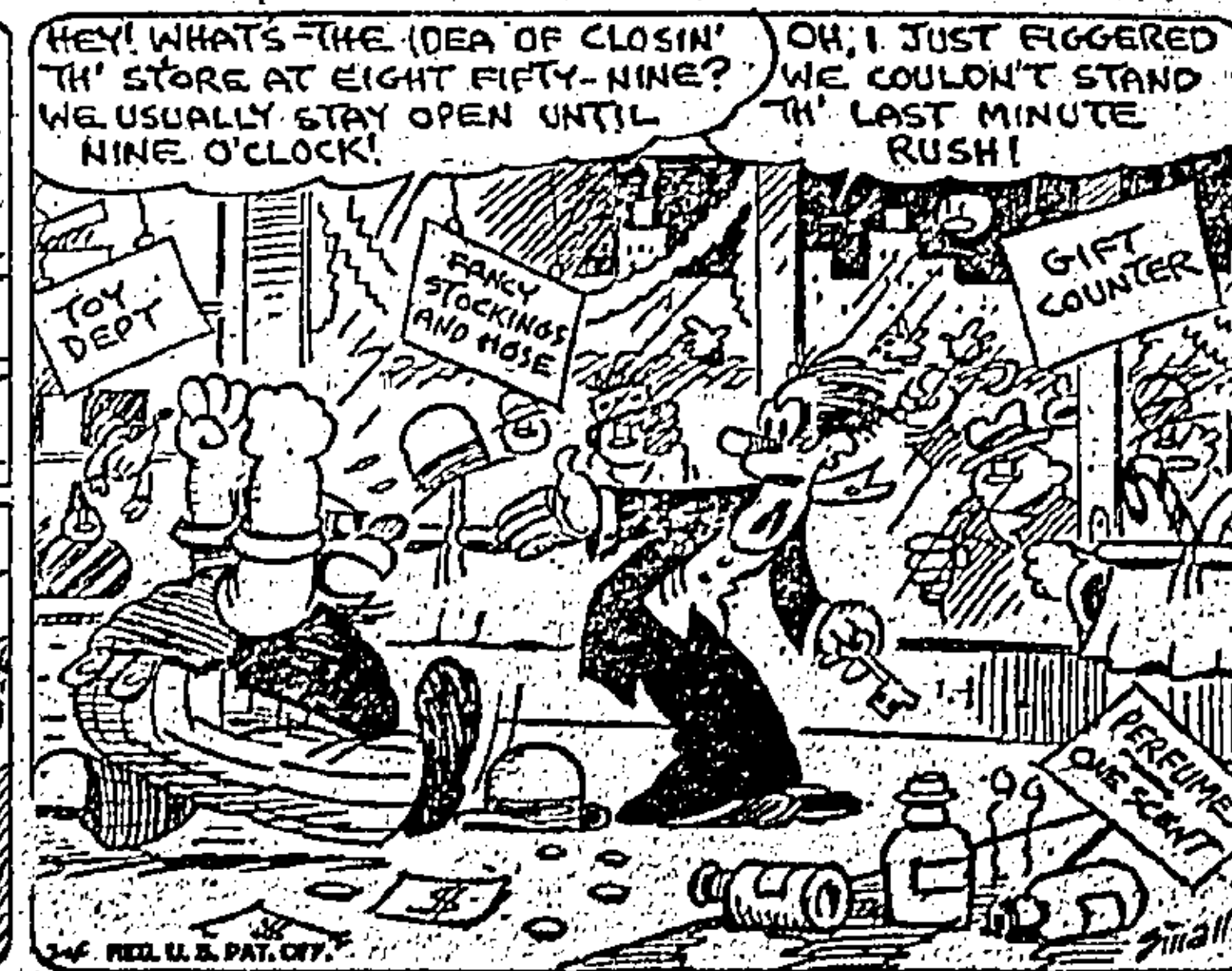
SALESMAN \$AM

Saved by Sixty Seconds

By Small

Teething troubles

Because SCOTT'S Emulsion contains 44% of pure cod liver oil and lime salts for bone formation, it prevents teething troubles, rickets and soft bones. Ask for genuine SCOTT'S EMULSION



The G.E.C. ELECTRICAL
your guarantee

POWER STATION EQUIPMENT
HAMS HALL
BIRMINGHAM
PRESENT CAPACITY 60,000 k.w.

G.E.C.
SOLE
CONTRACTORS
FOR
GENERATING
PLANT
AND
SWITCH GEAR

THE GENERAL ELECTRIC CO., OF CHINA LTD.
QUEEN'S BUILDINGS, HONGKONG.

BUILD
FOR
UNDIVIDED RESPONSIBILITY
LET US INSTALL
YOUR

Air Conditioning Plant	Metal Shop Fronts
Central Heating	Office Equipment
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Sanitary Installations	Refrigerating Plant
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Ru-ber-oid Roofing	Cooking Apparatus

ESTIMATES FREE

DODWELL & Co., Ltd.
PHONE C. 1030, 28021. QUEEN'S BUILDING.

CHINESE CHAMBER AND SILVER.

A SUGGESTED BAN ON FOREIGN COINS.

Important decisions by the Chinese General Chamber of Commerce regarding the currency problem to be submitted to the Currency Commission for consideration, were reached on Thursday afternoon at a special meeting at the Chinese Chamber.

Mr. Li Yick-mui, the Chairman, was supported by the Vice-Chairman, Mr. Chau Yue-teng and Mr. Chan Heung-pak, the Secretary.

The Secretary explained that he had received a letter from the Currency Commission requesting the Chinese General Chamber of Commerce to give their views on a series of questions relating to the currency problem.

Mr. Chan Heung-pak announced that the first question to be considered was whether the present currency was the most advantageous for the purposes of the trade of the Colony. Mr. Ip Lan-chuen, commenting on this, said that as the Colony was using the silver standard which was the same standard used by Shanghai and Canton, it would be detrimental to local trade to use any other exchange. If they did then the tradespeople in Canton would find it more profitable to order their goods from Shanghai which used the same money standard as Canton.

Small Traders Suffer.

In connexion with the silver standard, the opinions of members in the Chinese Chamber of Commerce differed. There were many complaints about the big dollars used in the Colony.

Mr. Li Yau-tsun, C.B.E., who was formerly the Chairman of the Chinese Chamber of Commerce, said that the big dollars were having a bad effect on small traders and Chinese street hawkers. Mr. Li pointed out that the majority of the hawkers were doing only a few dollars' business a day. Nowadays they were forced by their customers to accept Mexican dollars at their full value. When producing the same dollar to money changers or native bank, the hawkers only obtained something like ninety cents or at the most ninety-five cents. The small traders and hawkers were being heavily hit.

The Secretary announced that he had received a letter from the Chinese Fish and Vegetable Sellers' Association complaining of the Mexican dollars, saying that by having to accept these, they were suffering a loss of about \$5 to \$7 in every \$100 worth of business done.

Mr. Chan Pak-chuen mentioned that in their daily routine the Nam Pak Hong firms were accepting a few thousand dollars of big dollars daily. Mr. Chan estimated that apart from the many inconveniences met with in foreign banks concerning these dollars, his firm had to suffer a loss of about \$16 by tendering \$1,000 for exchange purposes. \$16 a day came to \$480 a month, and by the time the end of the year was reached the management of the firm found they had suffered a very big loss.

The Rice Firms.

Further criticising the silver dollar, Mr. Chan said that since the adoption of the silver standard, the Chinese rice firms importing rice for exportation, from places using the gold standard, suffered considerably. Some of the Chinese rice firms dealing with

Y.M.C.A. HEALTH WEEK

LECTURES, EXAMINATIONS AND VACCINATIONS.

The annual health week at the Chinese Y.M.C.A., under the auspices of the Chinese Y.M.C.A., Chinese Y.W.C.A. and the Chinese Medical Association, which was opened by the Hon. Dr. A. R. Wellington on the 9th instant, has been brought to a close. During the week 27 doctors, 3 nurses, 30 Ambulance Brigade members, 21 students and 55 others, a total of 136, gave their services voluntarily. The following figures indicate in brief the work that was done:

Lectures in the building, 11.
Attendance at lectures, 1,120.
Lectures on the street, 5.
Attendance at street lectures, 1,590.

Health talks on the radio, 8.
Attendance at exhibit of health charts and books, 5,348.
Physical examinations, 510.
Vaccinations, 373.

Pamphlets on health subjects distributed, 17,000.

Thanks are due to the organisations under which the health week was conducted and to all the volunteer workers who gave their time freely to present the claims of health of all comers.

Tonkin were unable to do any business for some months. They preferred to take very small orders than to suffer heavy loss on exchange.

"A general increase in the price of rice consequent on the silver standard, is having a most detrimental effect on the Chinese populace, who depend entirely on rice as their source of daily food," said Mr. Chan Pak-chuen. Mr. Chan said that by using Mexican dollars, individuals lost about ten cents a day on exchange, which came to about \$100,000 in a day for the whole population.

Mr. Li Hoi-tung said that it was obvious that there were far too many dollars in Hongkong than were necessary and some means should be found to check importation.

What the P.O. Does.

Two members commented on the fact that while it was officially announced the Government was using the silver standard they found on producing a Mexican dollar at the Post Office it was rejected as not representing a full dollar's value.

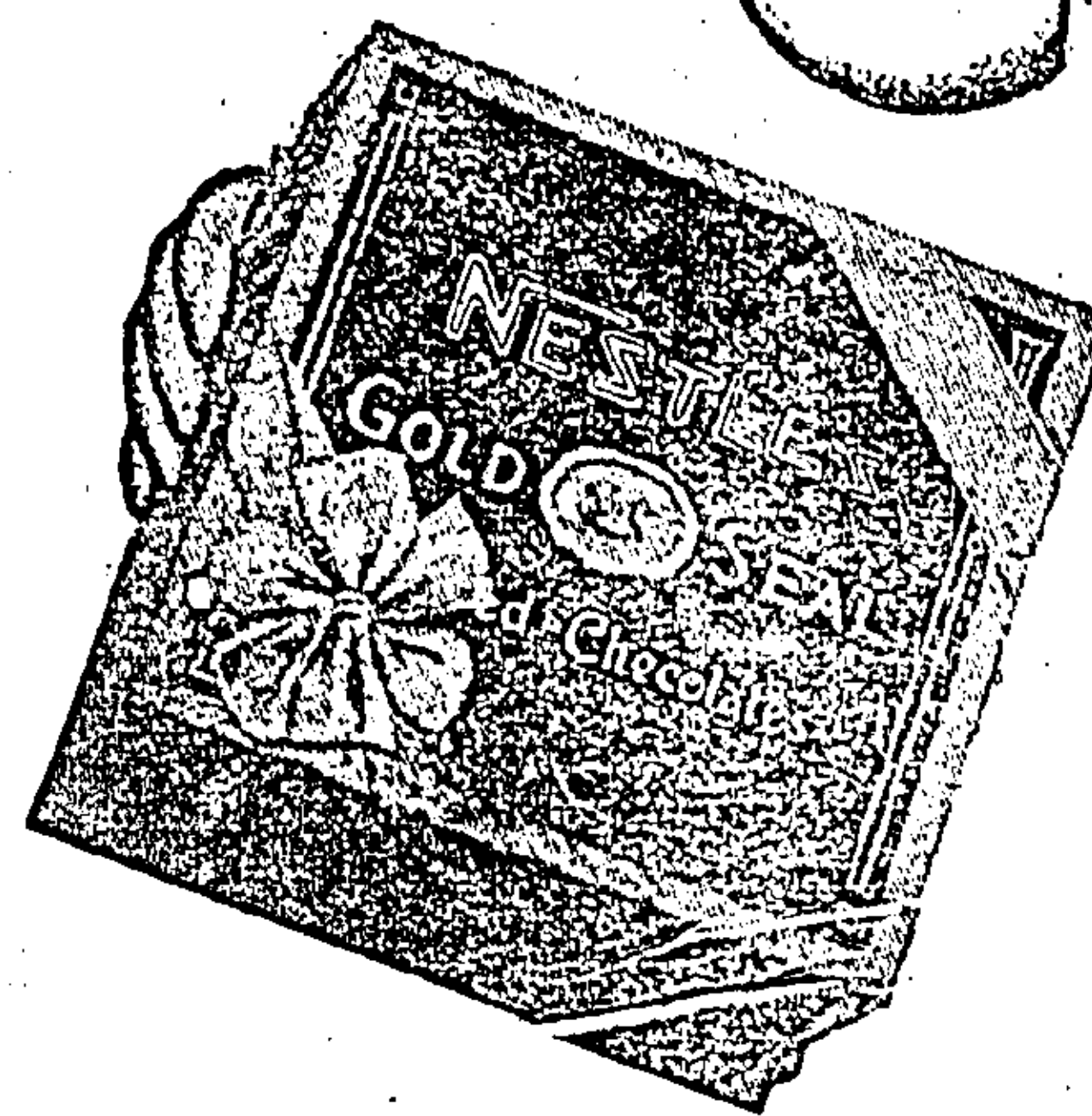
After a lengthy discussion, the meeting decided that the present currency is not detrimental to the trade of the Colony. The motion was proposed by Mr. Ip Lan-chuen and passed unanimously.

The other suggestions, mentioned earlier, to be submitted for the consideration of the Currency Commission, were also passed. The meeting decided to elect Mr. Li Koon-chun to represent the Chinese Chamber of Commerce to report to the Currency Committee on the discussion and to put before the Commission the views of the Chinese Chamber of Commerce.

The Chairman said that as the meeting had expressed the view that the silver currency was satisfactory, there was no need to proceed with the second and third questions set forth by the Currency Committee.

The meeting made no comments on the last two questions of the Currency Committee relating to the linking of the currency with silver and the contemplated stabilization of the dollar.

Hullo,
my
dears!

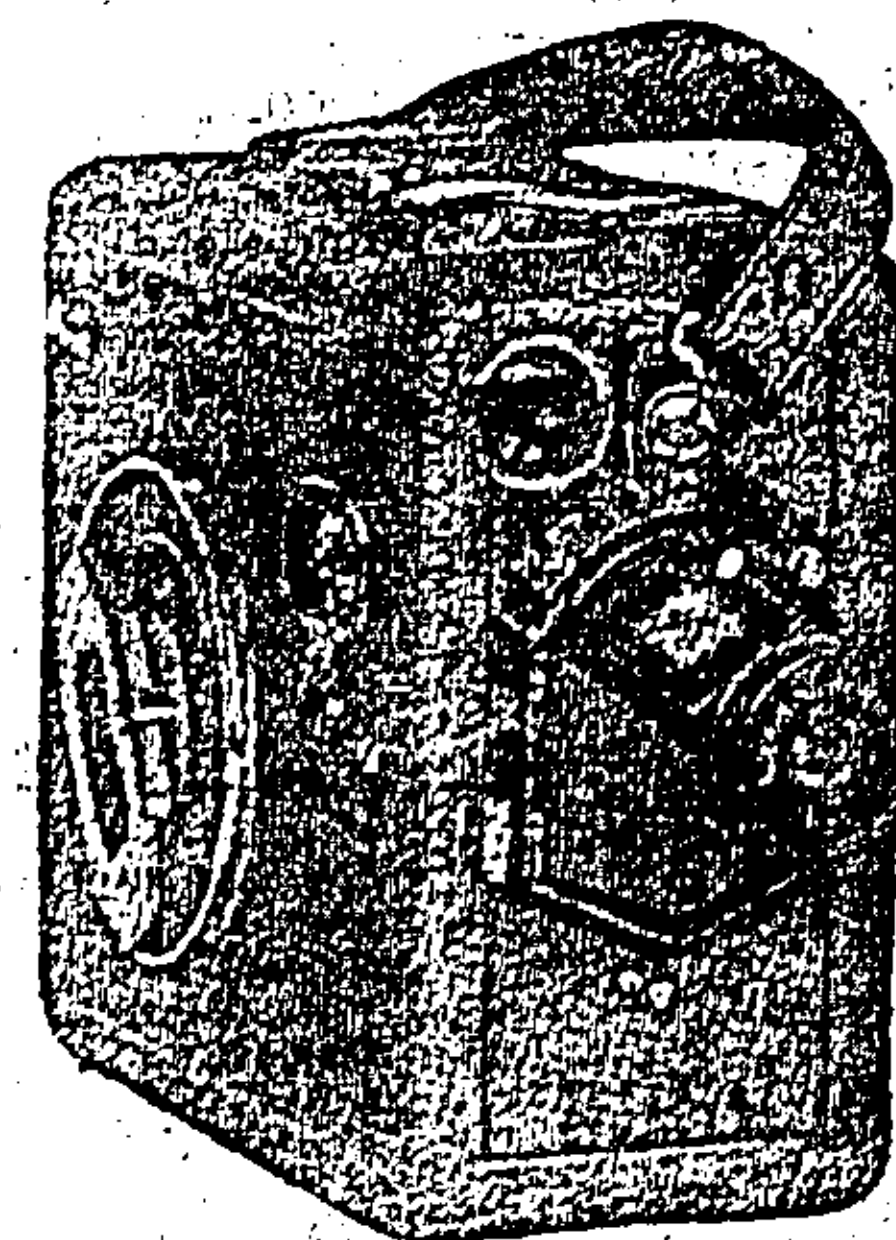


Next to a box of nephews and nieces at the movies your old Auntie likes to have a box of Gold Seal! The two go well together don't they? Lots of fun in both boxes! Here you are Tom, a caramel! Catch, Nina there's a nougatine! Pineapple shells we positively fight over, but there are lots more waiting in their plain chocolate jackets to pacify the losers.

NESTLÉ'S
GOLD SEAL
ASSORTED CHOCOLATES

Agfa
Kine-Camera
Movex
16-12

16 mm
Daylight
Loading
Magazines
of
40 feet.



Lens: Agfa f/3.5 Kine-anastigmat of 20 mm (0.8 inch) focus.

Weight: 4½ lbs.

Dimensions: 4½ x 5½ x 2 ¾ ins.

Free development in

Agfa Film Reversing Station, Shanghai.

For particulars apply to your dealer or to
DEUTSCHE FARBEN-HANDELSGESELLSCHAFT.

Waibel & Co.
Prince's Building.



KOLYNOS on a dry brush removes fermenting food particles, dissolves film, destroys dangerous germs, guards against toothache, decay and gum infection—leaving the mouth refreshed and healthy for hours afterwards.

Try Kolynos and you will say "How clean my mouth feels."

KOLYNOS
DENTAL CREAM

MASSEUR R. SHIMIZU.
ASSEUSES S. HONDA.
ASSEUSE S. KIBAKI.
Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
24, Wyndham Street, Tel. C4945.

MASSAGE HAIR
MRS. S. UZUNOYE.
Expert Masseuse
87, Queen's Road C., 2nd floor.

MRS. MOTON
HAND & ELECTRIC
MASSAGE
No. 51B, Top Floor, Wyndham St.
Hongkong.

New Advertisements

BANK HOLIDAYS.

In Accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public Business on Friday, Saturday and Monday, the 18th, 19th and 21st April. (Easter Holidays).

Hongkong, 14th April, 1930.

A. S. WATSON & CO. LIMITED.

NOTICE.

ON FRIDAY, the 18th April, and EASTER MONDAY, the 21st April, All Departments will be closed.

on these days,

The Hongkong Dispensary, Dispensing Department, will be opened for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

ON SATURDAY, the 19th April, all departments will be open as usual.

Hongkong, 16th April, 1930.

HONGKONG JOCKEY CLUB.

The Fourth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 19th and on Monday, 21st April, 1930, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m. on both days.

MEMBERS' ENCLOSURE.

Members are notified that they and their ladies must wear their badges prominently displayed.

No one without a badge will be admitted to the Members' Enclosure.

Badges admitting non-members to the Members' Enclosure and Club Rooms at \$5. per day for Gentlemen and \$2. per day for Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain, upon application to the Secretary, badges (limited to two) for the free admission to the Members' Enclosure of wives, lady relatives and friends. Names must be stated when applying.

On no pretext will children be permitted in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The price of admission to the Public Enclosure is \$1. per day for all persons including ladies and is payable at the Gate.

Soldiers and Sailors in uniform are admitted half price.

Bookmakers, Tic Tac men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meetings.

By Order,
C. B. BROWN,
Secretary.

CREDIT FONCIER D'EXTREME-ORIENT

Mortgage Bank & Estate Agents.
"PEAK MANSIONS"
Six-roomed and Five-roomed apartments

Prince Edward Road,
Kowloon
Detached and Semi-detached villas. Modern construction with garage.

"Cambay Buildings"
Flats with modern conveniences.

THE JADE TREE INC.
MAIN SHOP

has removed to the
Arcade

PENINSULA HOTEL

Kowloon.

JUST ARRIVED

New
Consignment of
PEKING RUGS

TIENTSIN
CARPETS

Special Show at
CHELLARAM'S
OPPOSITE "KONG HOTEL"
PRICES MODERATE

Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 22nd April, 1930,

at 11 o'clock, a.m.

at Godown No. 9, The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon

(for account of the concerned)

Two hundred (200) Bales Blankets.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Wednesday,

the 23rd April, 1930,

commencing at 11 a.m.

at No. 231, Nathan Road,
1st. Floor (Kowloon)

A Quantity of Valuable
Household Furniture

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Friday,

the 25th April, 1930,

commencing at 2.30 p.m.

at their Sales Room,
Duddell Street,

A Large Quantity of Valuable
Household Furniture

comprising:—

Teak and Glass Cabinets, Glass Bookcases, Cottage Pianos, Gramophones, Records, Desks, Chesterfield Couches and Armchairs, Typewriters, Wardrobe trunks, Electric Table Lamps, Pictures, Carpets, Rugs, Curios, Ornaments, etc. etc.

Teak and Iron Bedsteads with Mattresses, Teak Double and Single Wardrobes with Mirrors, Chests of Drawers, Dressing Tables, Toilet Crockery, Iron Safes, Linen, Washstands, Hatstands, etc. etc.

Teak Dining Tables, Dining Chairs, Ice Chests, Teak Sideboards, Dinner Waggon, Dinner Crockery, Glass Ware, Electric Table Fans, Vases, Box Couches, etc. etc.

and
A Quantity of Blackwood
Furniture.

including:—

Joss Tables, Chairs, Jardinieres, Cabinets, Tea Poya, Opium Stools, etc., etc.

On View from Thursday,
the 24th April, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

CONSIGNEES' NOTICE.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Company's Vessel,

"TANTALUS"

From UNITED KINGDOM and
CONTINENTAL PORTS via
SINGAPORE.

are hereby notified that their cargo

will be discharged into Holt's Wharf

Kowloon, where it will lie at Con-

signees' risk and subject to terms and

conditions of storage at Holt's Wharf.

The Cargo will be ready for delivery

from Godown on and after 19th April.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival but carried

on from port to port to the final port

of call to which the option extends.

All broken, chafed, and damaged

goods are to be left in the Godowns,

where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after the

Goods have left the steamer's Godown,

and all Goods remaining undelivered

after the 25th April, will be subject

to rent.

All Claims against the Steamer

must be presented to the undersigned

on or before the 9th May, or they

will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th April, 1930.

ELECTRIC
and MEDICAL BATHS

TESTER BEAUTY PARLOUR
Kowloon Bldg: Tel. C. 2103

CHURCH NOTICES.

Local Services for
Eastertide.

EASTER SUNDAY.

St. John's Cathedral, Hongkong.

April 20th, 1930, Easter Sunday.

Holy Communion 7 a.m.

Choral Eucharist 8 a.m.

Holy Communion (Peak Church)

9 a.m. Children's Service

10 a.m. Sunday School at Peak

School 10 a.m. Mattins

and Sermon 11 a.m. Preacher:

The Dean. Holy Communion

12.15 p.m. Evensong 6 p.m.

Preacher: Rev. H. V. Koop.

Union Church, Hongkong. Divine

worship will be conducted as

follows:—11 a.m. Easter Service

broadcasted. 12 noon, Commu-

nion Service. 6 p.m. Evening

worship. Preacher, Rev. F.

Short.

First Church of Christ Scientist,

Macdonnell Road, below Bowen

Road Tram Station. Sunday

Service. 11.15 a.m. Subject

"Doctrine of Atonement."

The Sunday School is

held on Sunday Morn-

ings, at 10 o'clock. Wednesday

Evening Meeting at 5.30 p.m.

Reading Room at above address

open Tuesday and Friday, 10

a.m. to 12 noon. Monday and

Thursday, 5.30 to 7 p.m. The

Public is cordially invited to

attend the service and visit the

Reading Room. Branch of The

Mother Church The First

Church of Christ Scientist, in

Boston, Mass, U.S.A.

JAPANESE ECONOMIC
CONDITIONS.DEPRESSION DUE MAINLY
TO EXTERNAL CAUSES.

Tokyo, Apr. 17.

While yesterday's Stock Ex-

change resolution appears to re-

fect growing anxiety regarding

the prevailing economic conditions

of the country, well-informed for-

eign observers do not appear to be

unduly perturbed as to future de-

velopments.

The papers are giving pro-

minence to the increasing un-

employment, labour disputes, busi-

ness depression, and other similar

signs of economic and social un-

rest, but close observers assert

that, fundamentally, the situation

in Japan is less serious than in

most other countries at the present

time.

No serious development is likely

unless general world conditions

should become worse, as the

financial depression in Japan is

mainly due to external causes, which

accentuate the fact that financial

development in Japan has not kept

pace with industrial development.

Reuter.

SHANGHAI COUNCIL
CONTROVERSY.S.M.C. ELECTS GENERAL
MACNAGHTEN AS HEAD.

Shanghai, Apr. 17.

At a meeting of the Shanghai

Municipal Council Brigadier Gen-

eral E. B. MacNaghten was elected

Chairman, and Mr. G. W. Sheppard

Vice-Chairman of the Council.—

Reuter.

Chinese Ratepayers Meet.

Shanghai, Apr. 17.

The Chinese Ratepayers' Asso-

ciation meet to-night to consider

the action of the Ratepayers in

their refusal of additional Chinese

seats on the Council.—Our Own

Correspondent.

Question to Be Reconsidered.

Shanghai, Apr. 17.

A special meeting of Ratepayers

will be called immediately for the

purpose of reconsidering the ques-

tion of Chinese representation on

the Municipal Council.—Reuter.

"APRIL MADNESS."

Strong Criticism in Tientsin

Paper.

Tientsin, Apr. 17.

Under the caption "April

madness," the Tientsin Times in a

leader predicts that foreigners in

Shanghai and elsewhere in China

will have cause bitterly to regret

the decision regarding Chinese re-

presentation on the Council.

Referring to the attacks on Sir

Austen Chamberlain, the leader re-

calls that the British Government

despatched the Shaforce, costing

British taxpayers millions. It is

worse than useless to affront and

defy the British Government, and

the most probable effect of the con-

sumacious policy will be to unite

the Liberals and Labourites in a de-

termination to avoid obligations for

protection of Shanghai very soon.

In view of the country-wide unrest,

it seems madness to provoke instead

of conciliating the better Chinese

elements and the Ratepayers' de-

cision will hasten rather than post-

pone changes in the direction of re-

cognition of Chinese sovereignty.

It seems a maffin deity is working

the minds of Shanghai ratepayers,

and the price of their "April mad-

ness" may include a heavy loss

to themselves and other communi-

ties, finally leading to more

humiliating concessions than are at

present contemplated, the paper

adds.—Reuter.

INDIAN SENTENCED.

Attempted to Force Way
Into Meeting.

Shanghai, Apr. 17.

In the British Police Court to-

day the Registrar, Mr. Anderson,

sentenced K. Deshpanda, aged 21,

a native of Madras and unemployed,

to seven days' imprisonment

for breach of the peace and as-

saulting two police officers whilst

the Ratepayers' meeting was pro-

ceeding.

Accused attempted to force an

entrance to the Municipal Hall,

kicking and smashing a door.—

Our Own Correspondent.

BRITISH FLYING
PRESTIGE.TO BE PROMOTED BY LIGHT
PLANE TOUR.

London, Apr. 17.

Easter will be spent above the

clouds by thirty-two flight enthu-

siasts of both sexes, who ascended

in twenty light aeroplanes

WOMAN'S WORLD

FOR OUR LADY READERS

French Fashion.

INSPIRED BY THE RAILWAY PORTER.

The jacket of the French railway porter, with its wide belt and happy effect, which is familiar to every traveller, has been seized upon by a well-known dressmaker to provide an idea for his new Riviera fashions.

The result is a tunic which is a kind of distant and aristocratic cousin of the humble garment of the porter, but whose kinship is nevertheless recognisable. The exaggerated looseness has disappeared, and only a slight blouse effect has been left.

But the belt is there and the fullness below, although the latter, too, is very slight, for the silhouette has always to be considered, and women are to remain just as slender this season as they were last.

The skirt to be worn with this tunic will usually be finely pleated. A white dress on these lines is also designed the tunic being joined to the skirt at the waist.

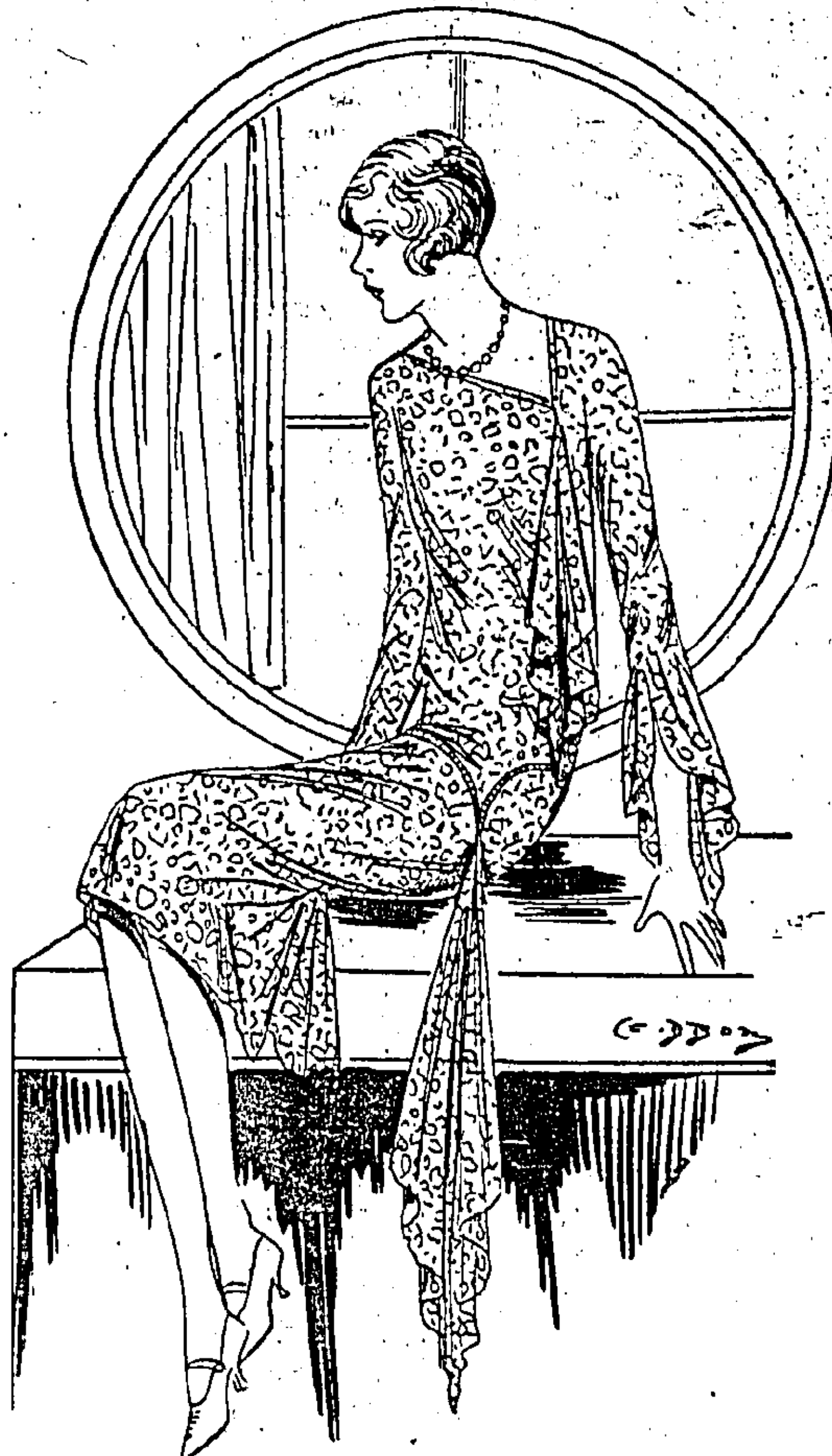
New Colours in Stockings.

Colour will count for a great deal in the new dress collections. Not only is it likely that the bigger dressmakers will endeavour to launch new shades which have been especially dyed for them, but there are almost certain to be clever combinations of colours shown, which only a skilled artist could conceive.

And, in addition to all these, fresh tints of beige for women's stockings are on the point of being introduced.

Two of the biggest manufacturers have produced some charming shades, which will probably be highly successful. Flesh-pink has long since vanished, but in its place is a "beige primrose," which is pink with a brown tint.

"Beige-rose" has still more brown in it; "beige-natural" is a light brown and "beige-burnt" darker still.



A dainty gown in silk lace dyed the fashionable raspberry red shade. The self jabot at the side of the bodice and the loose flare at the side of the skirt are uncommon and engaging notes.

Real Hunger is Wholesome.

[By a Hospital Matron.]

Real, natural hunger is an extremely pleasant sensation, and is no way comparable to that sinking feeling and sense of general emptiness which precede a belated meal. Nor is it related to the appetite which comes with eating or the artificial desire for food engendered by the use of excessive quantities of condiments.

Those uneasy sensations are merely the cravings of the stomach for the large amounts of foodstuffs which are customarily ingested. It is true that a meal produces a sense of relief, but that is similar to the bliss which steals over the inveterate smoker on lighting his first cigarette when he has been bereft of tobacco for a season.

Most of us habitually eat too much food. The surest way to prove the truth of this accusation is to miss two or three meals. If the familiar sinking sensation occurs, that is unequivocal testimony that the individual consistently over-indulges in the pleasures of the table.

The system can only utilise a certain, and surprisingly small amount of food. What is not assimilated is either stored as unsightly fat or deposited in the walls of the blood vessels and other vital organs. In either case, an intolerable strain is thrown upon the circulatory apparatus and the eliminative organs. Habitual overeating is by far the

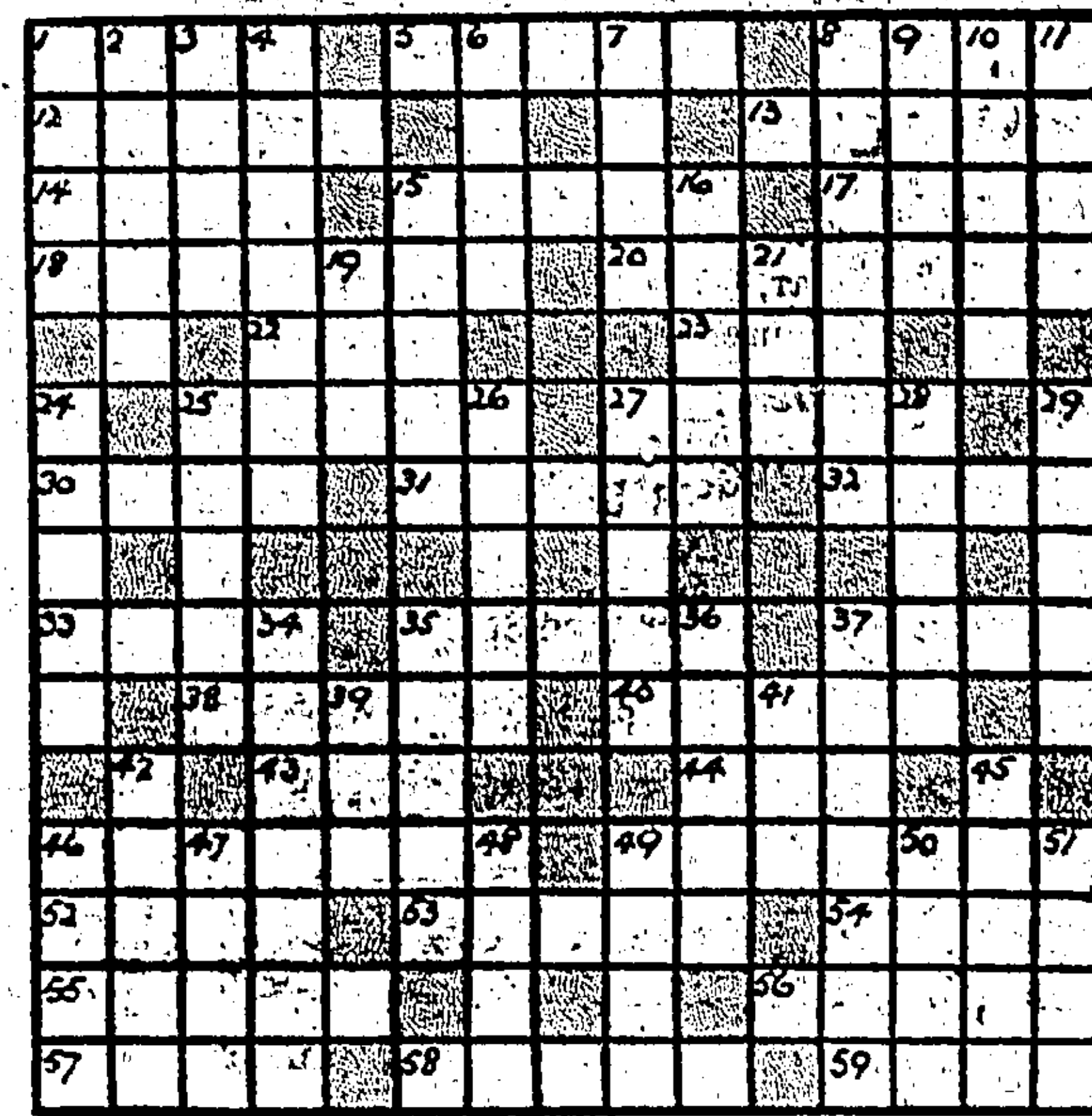
commonest cause of thickened arteries and high blood pressure.

Each person would recover his natural appetite and vastly improve his health if he abstained from all solid food for two or three days every month. But there is a ritual to be observed if the utmost benefit is to be derived from the fast. A good dose of aperient medicine should be taken on the first morning so that there is no absorption of intestinal contents with consequent mental depression. Then, there must be no self-pity. Lastly, there must be no backsliding since a real fast is eminently agreeable, a partial one unbearable.

During the first day, the hitherto over-stimulated stomach issues a note of pained protest during the breakfast hour, incredible at luncheon, and merely perfunctory at dinner-time. When the grateful organ realises that it is going to enjoy a much needed rest it utilises its freedom and surplus energy to dispatch the stored up nutrition to the furthest ends of the body. Then it is that an extraordinary sense of well-being and invigoration is felt by the individual. All desire for food is gone by the second day, and the refreshing sense of exhilaration continues until the end of the fast.

The fast should be broken by degrees. It is always safe to begin with a poached egg or cooked vegetables, and then the individual can go on to fruit and so work his way back to ordinary diet. Fasts of longer duration should only be undertaken under medical supervision, but many people live on orange juice for as long as two weeks with signal benefit to health.

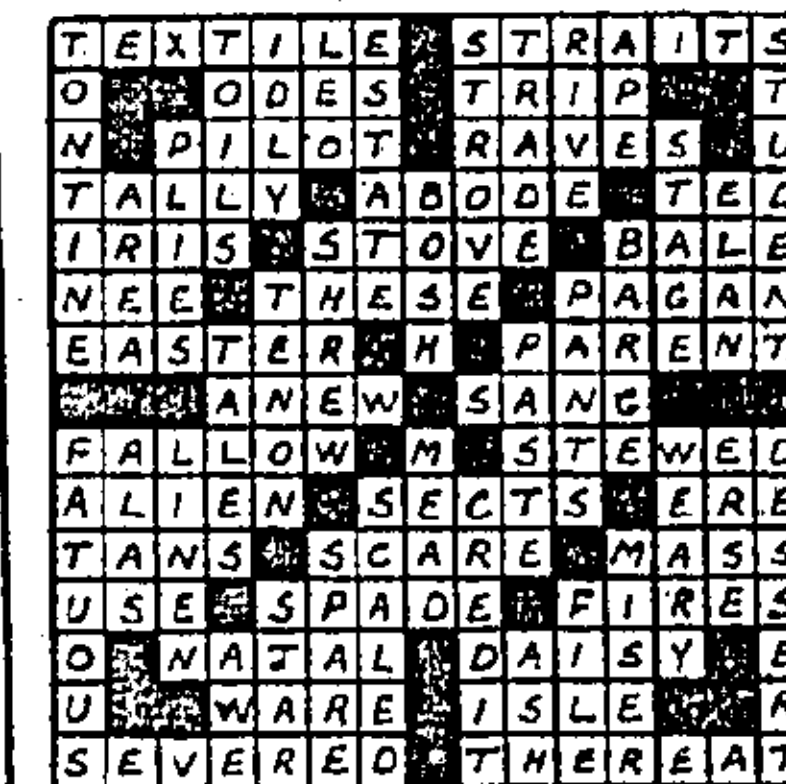
OUR BRITISH CROSSWORDS



- Across
- Light container.
 - Prong.
 - Scorch.
 - Obtained from elephants.
 - What place.
 - Centre.
 - Rated.
 - Otherwise.
 - Relative.
 - Umbrella.
 - Soft food.
 - Sailor.
 - Little.
 - Joined by stitches.
 - Cover.
 - Ceremonials.
 - Extreme.
 - Burden.
 - Indoor game.
 - Lively.
 - Give back.
 - Duck.
 - Whim.
 - Pinch.
 - Young hare.
 - Disbeliever.
 - Evident.
 - Weapon.
 - Eagle.
 - Flip.
 - Cooked by roasting.
 - Famous English river.
 - Gem.
 - Time back.

- Malicious burning.
- Stagger.
- South American hoofed animal.
- Nutritious fruit.
- Witty saying.
- Uncooked.
- Cold.
- Pertaining to the poles.
- Taut.
- Moral perception.
- Swimmer.
- Waste tract of land.
- Guard.
- Apple juice.
- After.
- Irritable.
- Spill.
- Expire.
- Answer.
- Excavator.
- Upper room.
- Particular mood.
- Season.
- Turn round.
- Three.
- Yield.

Yesterday's Solution.

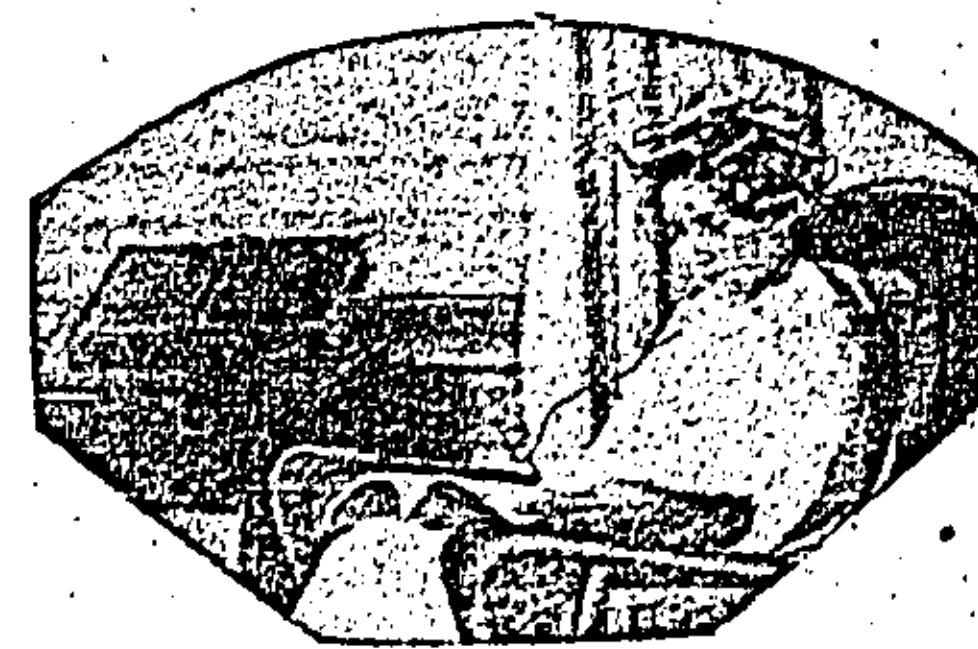


- Down
- Lap.
 - Shun.
 - Morning.
 - Squeezed.
 - Scheme.
 - Retain.
 - Cut.
 - Slimy fishes.

WASHABLE EVENING DRESSES

Lace - Net - Organdi

EVE—KAYAMALLY BLDG.

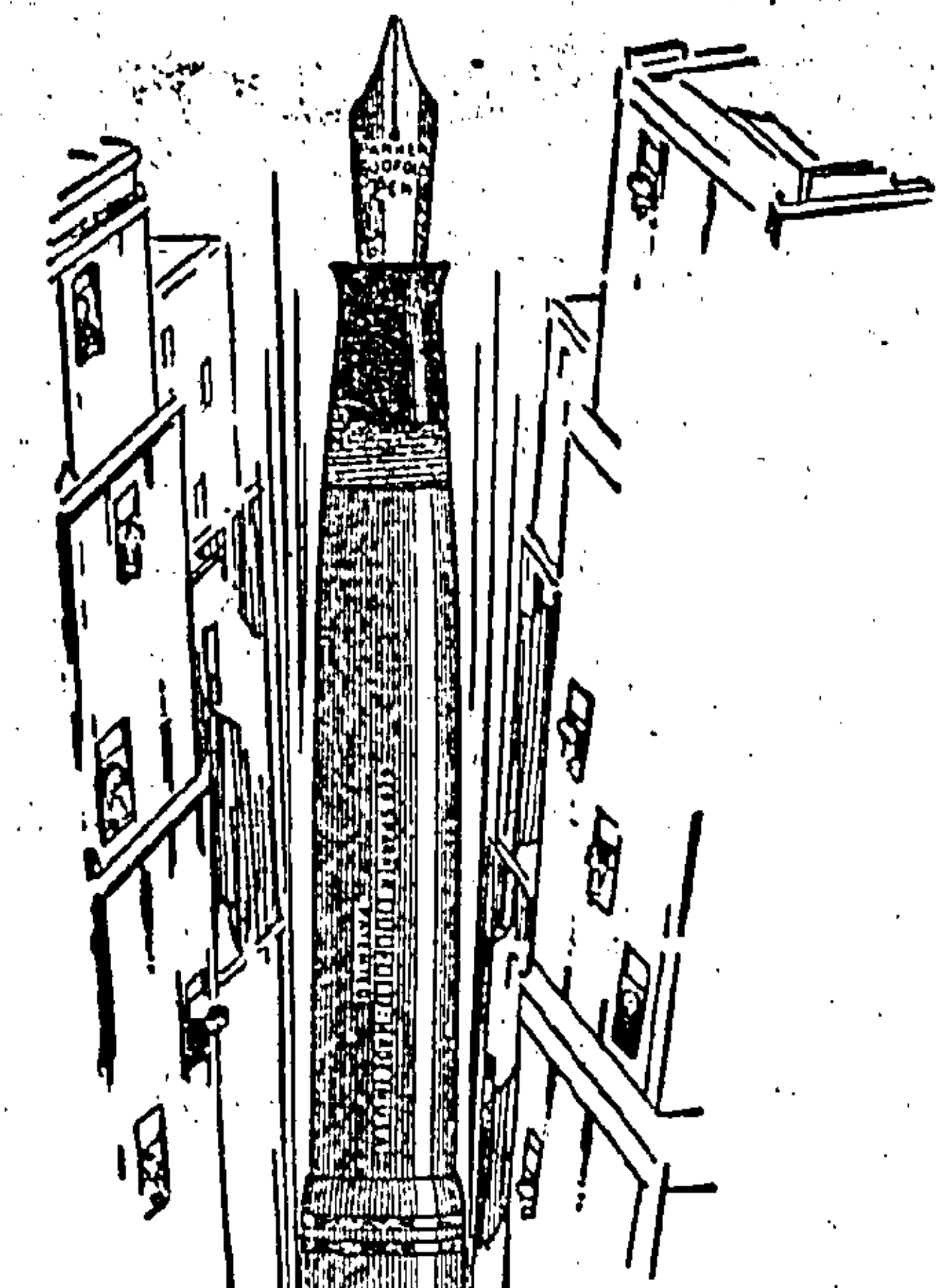


PERMANENT WAVING

by the new 2 hours process.

TESTER BEAUTY PARLOUR

Kayamally Building, Tel. C. 2103.



Even if it dropped from your window

YOU would never purposely drop your Fountain Pen out of the window. Yet a Parker Duofold was thrown from an airplane 3,000 feet aloft to test its durability, and was unharmed! Parker Permaline, 28% lighter than rubber yet non-breakable, forms the barrel and cap of every Parker Duofold Pen. Hence, no matter how often you drop your Parker Duofold, it will not break.

As UNBREAKABLE as it is EFFICIENT

A PEN may be unbreakable, but unless it writes smoothly, it cannot give you full efficiency. Here again Parker craftsmanship produces the master writing instrument.

Pressureless touch, 14K gold run-tipped jewel smooth nib, contribute to unparalleled writing ease. An ink capacity 24% greater than average eliminates frequent refilling. Brilliant colors enhance appearance. . . . make Parker Duofold the smartest as well as the most efficient pen. . . . the pen you'll eventually own.

Sole Wholesale Agents
DODGE & SEYMOUR
(CHINA) LIMITED
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Hongkong Telegraph

SATURDAY, APRIL 19, 1930

AMERICAN POLICY.

It is a gratifying sign of the
times that President Hoover's
address in favour of United States
adherence to the World Court has
been generally applauded in
America, even by the Opposition
papers. Some confusion appears
to exist in certain quarters out-
side of America regarding the
precise situation on this matter.
Some commentators have assumed
that the United States is already
a party to the Permanent Court
of International Justice, but that
is not so. All that has been done
up to the present is that President
Hoover has authorised the signature
of the Protocol of Adhesion,
which took place at Geneva in
December, and this is as far as the
Executive Branch of the United
States Government can go.
Before this action can become
valid, it must receive the approval
of the Legislative Branch by
means of ratification in the Senate.
Whilst there will be a widespread
hope that ratification will take
place, it is always dangerous to
indulge in prophecy. We recall
that Mr. Kellogg, on the day
before he signed the Treaty for
the Renunciation of War, told the
Press that "it is impossible to say
to-day what the Senate will do
to-morrow." The fate of the
Versailles Treaty may also be
called to mind. So that even now
there may be stern opposition in
the Senate to the ratification of
the World Court Protocol.

At the Naval Conference, and
on many other occasions, there has
been ample evidence of the
desire of the United States to
avoid, as far as possible, anything
in the nature of European
entanglements. It is natural
enough that Americans, secure in
their geographical aloofness and
comparative economic self-
sufficiency, should have qualms on
this point, although we can detect
evidence of a slowly growing
feeling that the very force of cir-
cumstances may in course of time
lead to a modification of view-
point. The fact is, of course, that
in these days of international con-
tact, financial, social and
economic, no nation can live to
itself. Such conclusions as have
been reached by the Naval Con-
ference reflect that fact to some
extent. So we must look for a
tendency on the part of all

nations to be drawn closer
together as time goes on. What
is more, the trend of events is all
towards the linking up of the
Powers so that there can be co-
operative action on many matters
of world importance. This is
demonstrated by the existence of
so many international tribunals,
such as the League of Nations
and the Permanent Court.
Unhappily, there is no inter-
national police; no inter-
national Executive; no inter-
national police. It is true that a
majority of the Powers have
bound themselves, by the League
Covenant, to cut off all inter-
course with an aggressor, and to
declare him, in fact, an outlaw.
There is also a scheme afoot,
under League auspices, for giving
financial assistance to the victim
of aggression.

In these matters, however, the
United States stands aloof. In
other words, America will not bind
herself to take up arms against an
aggressor, and will not necessarily
accept the decision of the League,
to which she is not a party, as
to the merits of a dispute. On
the other hand, we can scarcely
conceive America claiming the
right to assist, with supplies and
shipping, an outlaw of the society
of nations. As we have said,
time will probably show that the
United States, however much she
may wish to keep out of European
affairs, will by degrees inevitably
be drawn into some aspects of
them, and in this connexion it
surely could not be disputed that
her close co-operation in the task
of preserving peace would render
the menace of future wars in-
finitely more remote.

Indecent Literature.

The fact that a great deal of in-
decent literature is not only im-
ported into the Colony but more
or less sold openly on bookstalls
in the streets has been revealed by
the Police campaign commenced
during the week to deal with the
offenders. It has been generally
known that some indecent litera-
ture filtered into the Colony, prob-
ably from Canton which is a pro-
lific producing centre, but it would
appear that the trade has reached
proportions which make a deter-
mined effort to stamp it out im-
perative. The Inspector General
of Police is quite rightly taking
a very serious view of the offence
committed by importing and sell-
ing literature which, in many
cases, is of the most obscene type.
A particularly distressing fact in a
case on Thursday was that a
young 'mui-tai' had been employed
by a bookseller to hawk the offen-
sive literature in the streets. The
true extent of the highly objec-
tionable trade is probably not even
known to the Police and while the
present campaign is to be warmly
commended we should like some as-
surance that everything possible
is being done to prevent the print-
ed matter complained of being in-
troduced into the Colony. There
has been no suggestion so far that
it originates in Hongkong and on
the face of it this would appear
unlikely. More rigorous searches
might be instituted at the wharves
in order to still further lessen the
chances of disgusting booklets
making their way into the Colony.
The task presents difficulties inas-
much as the books seldom give any
indication on the cover of their
contents. We trust that every
available means of prosecuting the
campaign now started will be pur-
sued and deterrents inflicted on the
offenders which will considerably
reduce, if not eliminate, an offence
which seems to be on the increase.

Bernard Joseph Carnell, charged
with obtaining goods by means of a
trick, and with uttering a forged
cheque, was brought before Mr.
Grantham on Thursday for the
purposes of a formal remand.
The case has been fixed for hear-
ing next week.

DAY BY DAY.

A MAN WHO GET NETTLED, OR IS
CONSTANTLY GRUMBLING, NEVER
GETS AHEAD IN A BUSINESS HOUSE.
—Knowlson.

Mr. W. Jackson returned from
Australia by the s.s. Kaga Maru.

The R. M. S. Empress of Russia,
from Hongkong on April 9, left
Yokohama on the 17th at 9.00 p.m.
and is due at Vancouver on the
26th.

The Government has accepted
the tender of Messrs. W. S. Bailey
and Co., Ltd., for the supply of a
wood steam launch for the Sanitary
Department. The price is \$39,230.

The R. M. S. Empress of Canada
left Vancouver for Hongkong, via
Japan ports and Shanghai, on
April 17 and is due here on May 8.
She will sail for Manila at 5 p.m.
the same day.

It is notified that, at the expira-
tion of two months, the Far
Eastern Public Hall Company,
Limited will, unless cause is shown
to the contrary, be struck off the
register and the company will be
dissolved.

Tenders are being invited for
the erection of a block of flats for
European warders at Lai Chi Kok
Prison. The work consists of the
erection of a block of six flats in
brick with reinforced concrete
floors and roof.

His Excellency the Officer Ad-
ministering the Government has
appointed Mr. L. R. Andrews to be
Treasury Solicitor, in addition
to his other duties, during the
absence on leave of Mr. T. M.
Hazelrigg, M.C.

His Excellency the Officer Ad-
ministering the Government has
appointed Mr. C. G. S. Mackie to be
temporarily an Unofficial Member
of the Legislative Council, in the
place of Sir Henry Pollock, K. C.,
who is temporarily absent from the
Colony.

Weather returns issued by the
Royal Observatory for last month
show that the average mean tem-
perature was 63.9, the highest be-
ing 77 and the lowest 47.2. There
were 120 hours of sunshine and
7.23 inches of rain, whilst the
average humidity was 76.

His Excellency the Officer Ad-
ministering the Government has
made the following promotions in
the Hongkong Volunteer Defence
Corps:—Company Quartermaster
Sergeant Evan George Stewart to be
Second Lieutenant; Corporal
David Louis Strellett to be Second
Lieutenant.

Passengers departing from Hong-
kong for Australian ports by the
Change were:—Dr. and Mrs.
Fearnley, Mr. and Mrs. B. B. Cap-
per, Mrs. T. E. Taylor and children,
Miss P. Bentley, Miss J. E. Bur-
leigh, Mr. G. L. Fox, Lt. Col. E. A.
Cameron, Miss E. M. Dempsey, Mr.
T. E. Taylor, Mr. and Mrs. M. T.
Farrell, Miss Y. McIntyre, Mrs.
Tom Taylor and daughters, Mr. and
Mrs. W. E. O. Stanford, Mr. and
Mrs. A. Pallock, Capt. C. H. Ellis,
Mr. A. C. Benn and Mr. F. J. Win-
grave.

Among the passengers arriving
on the Empress of Asia
from Vancouver were Capt. and
Mrs. A. Garrod, and Mr. and Mrs.
W. A. Nyland of New York. Capt.
Garrod is a Commander in the
Java-China-Japan Line and has
spent the past few months on the
Pacific Coast of Canada and United
States. Mr. and Mrs. Nyland
are en route to Java for a four
months' vacation. Mr. Nyland is
a merchant in New York City.
They are accompanied by Miss
Marian Grant also of New York.

SERVANTS DEMAND A CHARTER.

STATE MINIMUM WAGE AND SHORTER HOURS.

Maids are asking for State re-
gulation of hours, wages and con-
ditions, and Mr. Geoffrey Mander,
M.P. for East Weymouth, is their
champion.

Mr. Mander has asked Miss
Bondfield, Minister of Labour,
what the Government are prepared
to do about it.

Miss Bondfield's reply was non-
committal, but she admitted she
was in favour of any practicable
steps for raising the status of
domestic labour.

"I feel that there is much to be
said for action in this matter,"
said Mr. Mander.

"Although there are many ser-
vants who enjoy good conditions,
there are others who do not."

"I see no reason why they should
not ask for a legal status, which
would make domestic service more
attractive and improve its quality."
"If they were given shorter
hours, a minimum rate of pay
and proper conditions of living, I
believe girls would be more ready
to take up domestic service as a
livelihood."

The Return of Eunice.

By Elinor Slim.

CHAPTER X:—KUTTLE'S LITERARY EFFORT.

This was how Eunice made her
discovery. One day in going
through the drawers of her hus-
band's desk she found a long
manuscript in his handwriting.
She was very frightened and be-
gan to worry about her Chubby's
health. It looked as if he had
been trying to write a novel.
That was very serious. She had
never had any use for literary
people and had no idea that her
husband had any aspirations in
that direction.

She did not know any authors
personally but had a pretty good
idea that they were always cranky.
If they didn't actually beat their
wives, at least they neglected them
and usually ended up in the
Divorce Court, especially these
modern psychological writers.
She did not mind a good straight-
forward story like those of her
favourite, Charles Garvice, where
the hero was a brave and hand-
some young man who came into
a lot of money and married the
heroine and lived happily ever
after.

If Chubby's story had been one
of that sort it wouldn't have been
so bad, but it wasn't. She did not
read much of it. She was too
upset. But what she did, seemed
to be of the wrong kind.

This is what she found:—
THE CUCKOO: BY KUTTLE
FYSSHE.

This was not a nice nom de
plume, she thought. Fysshie had
been her step mother's maiden
name, but Eunice had never liked
it. The Fysshie family had tried
to insist on Kuttle's father taking
their name too when he was mar-
ried, but he had kicked against it.
He had said that rather than be
called Kuttle-Fysshie he'd stay
single, and they had given way.
Now Kuttle was reviving it.
"How weak he is," thought Eunice.

CHAPTER ONE:—THE MAN WHO
HAD BEEN TOO LONG IN AN
OUTPORT.

Clarence Dwyer hummed cheer-
fully to himself as he strode along
the Bund and as he passed by the
Commissioner of Customs' palatial
residence he was careful to tap
each of the uprights of the iron
railings with his malacca cane.
Occasionally he would miss one,
and turn back to give it a sound
thump, instead of a gentle tap.

The new Commissioner who had
just returned from Home leave
had noticed Clarence doing this
and had wondered why. He made
discreet enquiries, but after he
had heard all the different ver-
sions of the story he decided not
to bother. There were so many
stories about Clarence and his
peculiar ways, and most of them
were long stories, and before he
had heard the last of them he
was tired of the subject. He had
lived in many outports in China.

A predecessor of the Commis-
sioner's had once upon a time
opened a discussion in the Club,
on the question of wearing shorts
after 6 p.m. He was all against
it. He said it was *infra dig* and
bad form. Clarence, who hap-
pened to be one of the offenders, said
that the Commissioner had no
right to have an opinion at all
because he smoked a cigar with a
band on. A man who would de-
scend to that, Clarence said, was
beyond the pale.

The discussion was continued
after the session at the Club bar
was over, and a small party of
survivors walked along the Bund
together as far as the Commis-
sioner's gate. Clarence happened
to strike a railing in the fence to
emphasise one of his points, and
the Commissioner, who had got
rather heated by that time, had
objected to it.

Clarence had thereupon struck
the fence again and had said that
he would go on striking it when-
ever he felt like it. Several Com-
missioners had come and gone
since then, but Clarence continued
to tap the fence every time he
passed it. He did not feel com-
fortable otherwise. He knew that
people thought he was silly, but he
didn't care. He thought most of
them were silly in some way or
another. And so they were.

The Commissioner who had
started Clarence on the road to in-
sanity had long since retired and
written his autobiography, in
which he gave a full and docu-
mented account of the famous dis-
cussion, but that did not stop
Clarence. He carried on.

His wife, Madeline, met him at
the gate of their little compound.
She was his second wife and madly
in love with him.

"Are you playing tennis this
afternoon?" she asked. "Yes
dear," he replied. "At the Club,
darling?" There was no other
place where they could play, so
this gave him a chance for dis-
playing his wit.

"No dear, at Wimbledon." She
laughed. "Have you ever played
at Wimbledon?" "No. But my
cousin Jack lives at Raynes Park,
which is quite near. He married
a milkmaid there, and they had
twins, a boy and a girl. A mixed
double." Madeline roared. She
was a big woman and a good roa-
der. "Well, well," she said, "You
never told me that before. Let's
have tiffin on the verandah. It's
such a glorious spring day."

"Quite balmy," he said.
And the cuckoo sang in the
kapok tree and laid an egg in the
kingfisher's nest.

CHAPTER TWO:—DO SAILORS CARE?
Clarence's father had sailed
round the Cape in a tea
clipper.

Eunice did not read any more.
There were several pages of it,
and Chubby had evidently spent
a great deal of time in this way.
She hastily replaced the manu-
script and sat down to think.

It was a terrible shock to her.
It just showed how necessary it
was for him to have someone to
look after him. It might, of
course, be clever. She did not
pretend to be highbrow, and
people raved about the most ridi-
culous rubbish nowadays. But
would it ever bring in any money?
It was very unlikely. She did not
want him to be clever. She wanted
him to be rich, and from what
she had heard, all these literary
people were hard up.

She decided not to say anything
about it to him, and when he came
home that evening she was her
usual bright and cheery self. If
she could keep him fully occupied
she hoped he would forget all
about his novel and become quite
normal. He must certainly have
been in a bad state of mind when
he took to writing that sort of
stuff.

In this, as it happened, she was
quite right. After she came to
Chamoy, Kuttle never wrote
another word out of office hours.
In office hours he had always been
quite normal, and never departed
from the style of "We have to
acknowledge receipt of your
favour of the umpteenth ult." and
the other good sound phrases of
business jargon.

Yet he was quietly proud of
his efforts at literature and some-
times when he was in the house
alone he used to take out the
manuscript from its hiding place
and read it through.

He was much too shy to con-
fess to his wife that he had been
trying to write a novel, and she
thought that she might by chance
go through his desk and find out
(Continued on Page 7.)

WHO WAS HERNANI?

Victor Hugo's play, "Her-
nani," based on a story from
the old Spanish chronicles,
ends in unutterable tragedy.

Hernani lies dead before the
marriage altar, slain by his
own hand: his bride, Dona
Sol, unwilling to endure the
loneliness that would have
been her portion, has shared
his poisoned cup; Don Gomez,
at whose bidding Hernani
renounced life just at its
sweetest moment, is stretched
lifeless beside them, his hand
still clutching the dagger with
which he ended his own un-
happy existence.

It is a tragedy of Castilian
honour and revenge that has
unrolled to its sad conclusion
here. Dona Sol was loved by
her guardian, Don Gomez, by
the King of Spain, Charles V.,
and by the bandit and revolu-
tionary, Hernani. She chose
to give her hand where her
heart lay, with Hernani,
thereby incurring the dis-
pleasure of the other suitors,
who swore to be revenged
upon him.

The strict traditions of
honourable conduct which
prevailed in mediaeval Spain
caused frequent complica-
tions, and at one point in the
story Gomez found himself
obliged to save Hernani's life,
according to the sacred laws
of hospitality which he would
have died rather than trans-
gress. Not to be outdone in
magnanimity, the outlaw
vowed to surrender his life
whenever Gomez should call
upon him to do so. Time
passed, but Gomez withheld
his hand. The lovers were
betrotted, but still there was
no sign. The day came when
Hernani and Dona Sol stood
at the Altar, and then at last
Gomez demanded his due, with
the results set forth in the
beginning.

MOTORING SUPPLEMENT

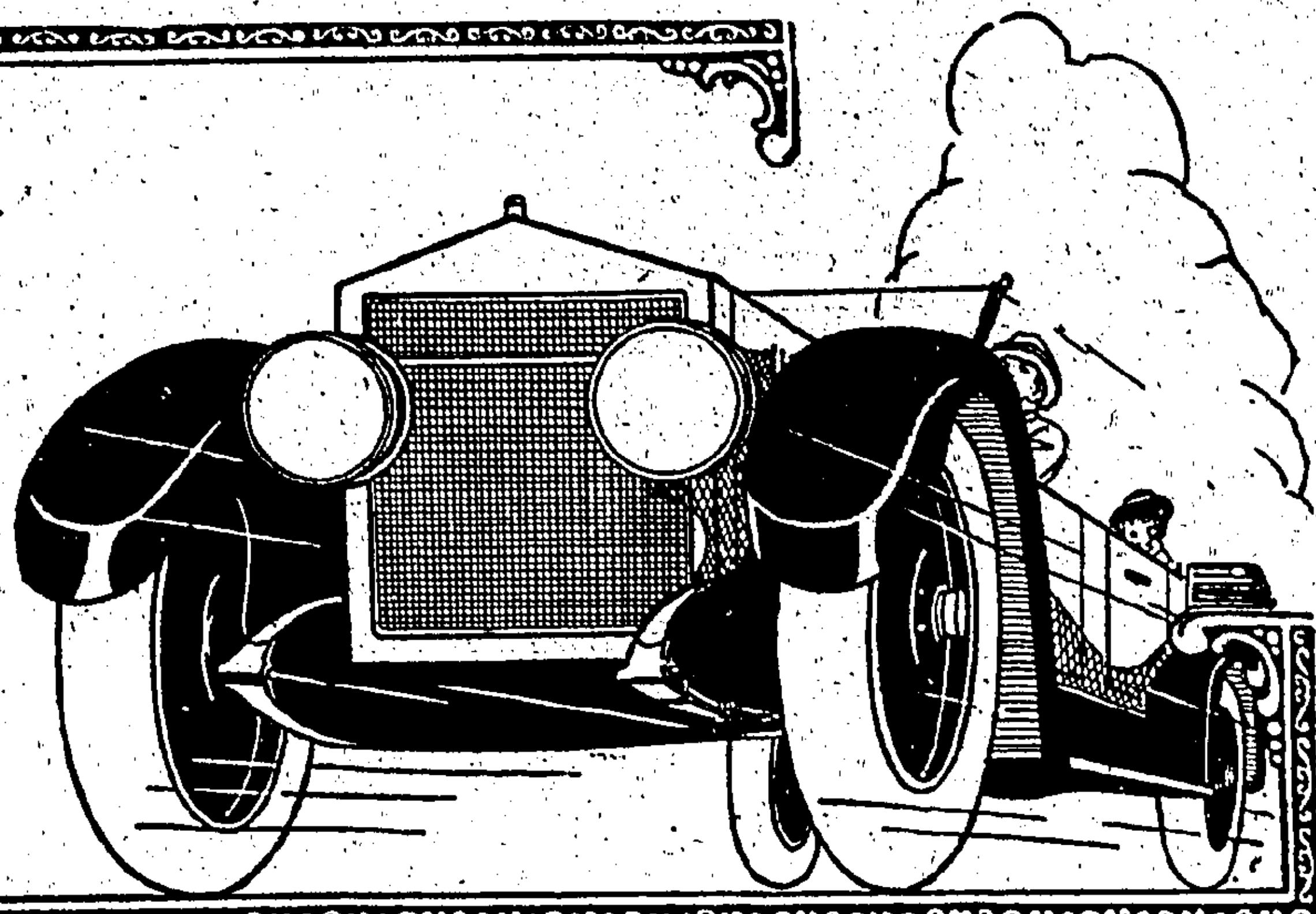
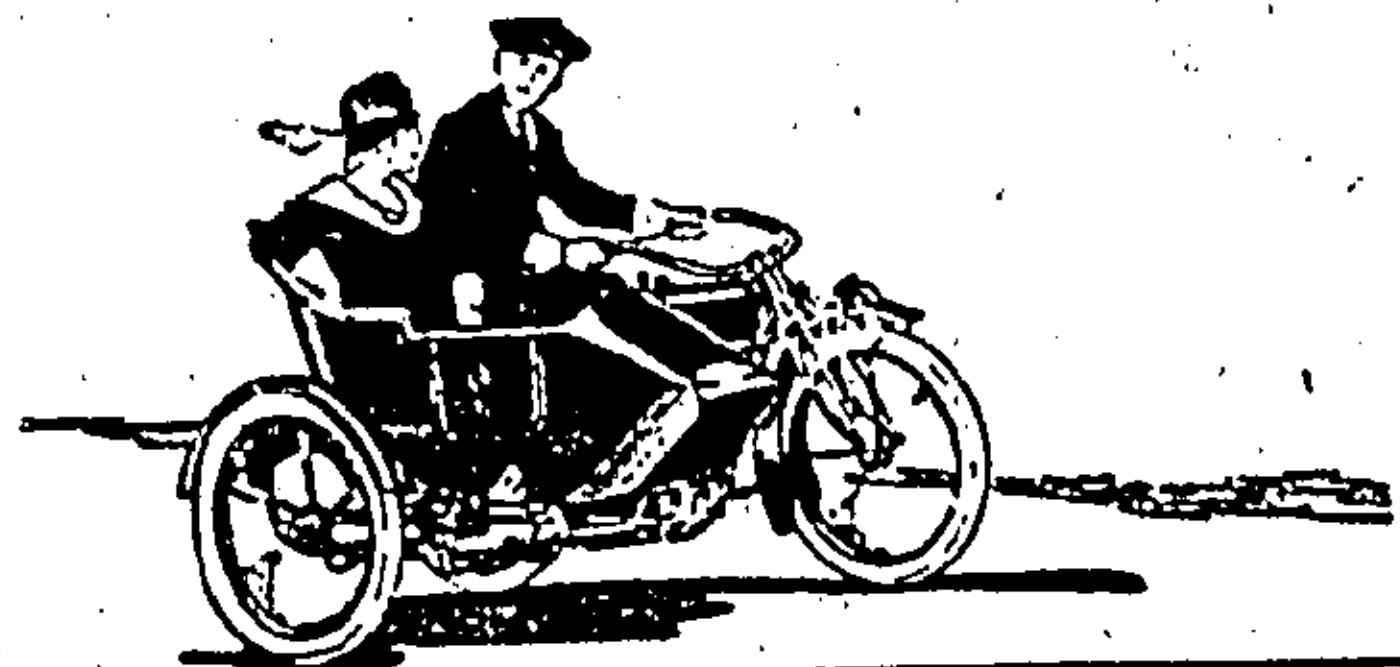
OF

THE HONGKONG TELEGRAPH

SATURDAY, 19th APRIL, 1930.

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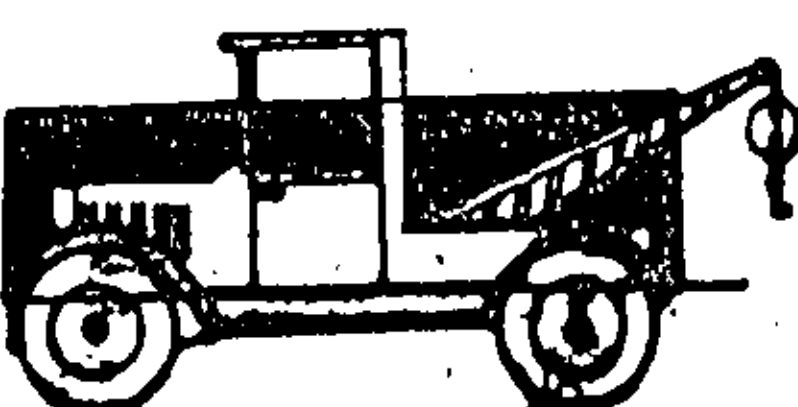
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CURRENT COMMENT

The Grumbler.

In every community, one finds a few people who are never quite satisfied, and Hongkong is no exception to the rule. Critics are useful, providing they are actuated by the desire to be constructive; in fact, the world would be a sorry place without them, but there is another type of critic whose only mission is to give constant little pin-pricks which are neither helpful nor necessary. Under the latter category may be classed one or two persons who from time to time love to give vent to a little grumble against the H.K.A.A. Either the bank balance is too big, or the benefits to be derived from membership are extremely small. The unfortunate part is that such people are never heard at the Annual Meeting, when the ideal opportunity is provided for members to make suggestions to the Committee.

Vague Schemes.

Recently it was actually suggested that the H.K.A.A. should, in view of the state of finances, employ scouts on motor cycle outfits to patrol the Colony's roads in order to be able to give assistance in the case of breakdown, or other road trouble. Certainly the suggestion is a very simple one, but it does not bear very close investigation. In the first place, the cost of equipping a couple of such vehicles would be fairly considerable, and then when the salaries of capable mechanics are taken into account, it is easy to see that the capital outlay plus the cost of maintenance would be a heavy item. Then it has to be remembered that the calls on such scouts would be very few indeed, for it is a rare occurrence to meet with a breakdown on the road. One of the main reasons for scouts in the British Isles is that they shall be always available for particulars to touring motorists re direction, roads, hotels and a dozen other questions which do not arise here. True, they do render most useful assistance in the case of accident or breakdown, but it is clearly seen that there is not sufficient need for their services in this Colony.

And Telephones.

Another favourite suggestion is that the H.K.A.A. should instal telephones at out-of-the-way places! We quite agree that roadside facilities for telephoning are badly needed, but while the scout "boxes" by the roadsides in England are so equipped, it must be remembered that telephone cables are always within a few yards or so, making the matter of connexion a simple and uncostly one. The balance of the H.K.A.A. would soon dwindle away if the Association started out on the work of laying telephone cables, for that would be necessary in order to cover the outlying districts. Of course, these suggestions are hardly worth discussing on account of their impracticability.

Good Work.

The H.K.A.A. carries out a particularly useful work, and we have often drawn attention to the many benefits. A reduction in insurance premiums is granted to members. Expert mechanical advice may be obtained free. Members may consult the Association's solicitors free—three privileges which should influence every motorist in becoming a member. Then there is so much work which is usually lost sight of. We refer to the constant watching of the interests of motorists. Road improvement suggestions are made to the proper authorities, and the fact that there are such happy relations between the Association and the Police and Public Works Departments clearly indicates the opinions held by those important Departments.

ELECTRIC BRAKE.

Button Control.

STEERING WHEEL SWITCH.

A system of brake operation for motor vehicles that is likely to prove of considerable value to motor engineers is the invention of two electrical engineers in Birmingham.

The new system is simple and is worked by electric power from the battery of the car. It can be used as an additional means of applying the existing brakes, and it leaves the hands free for steering. Any desired degree of pressure can be controlled by the driver through an easily operated ring on the steering wheel, and the brakes may be jammed on suddenly, or applied more gently than is possible with pedal control. In addition, it can be switched off leaving the brakes under the usual controls. The device may be used on either hand or foot brake or both.

The current from the battery is led to an electric magnet through a series of resistances operated by the control ring. The resistances regulate the amount of attraction in the magnet which in turn operates on a lever on the brake cross shaft and transmits the braking power to the brake shoes.

The system absorbs very little current and is in no way a strain on the battery. Tested on a 12 horse-power car all four brakes were applied fully by less than 20 amperes from a 12 volt battery, which is only a little more than the consumption of the lights.

THE MOTORING ADMIRAL.

"I Had to Go Hard
to Starboard."

A motoring Admiral caused some amusement by giving his evidence in nautical terms at Mortlake, S.W., recently, when Mrs. Kathleen Metaxa, daughter of Sir William Maxwell, of Upper Richmond-road, Putney, S.W., was summoned for driving a motor-car dangerously.

A constable said that Mrs. Metaxa pulled out from behind a stationary line of traffic.

Admiral James, who was wearing plus fours, said he was just getting under way when to his amazement Mrs. Metaxa pulled across him from astern. He had to go hard to starboard to avoid a smash. He mounted the pavement and his bows rested in the porchway of a public-house.

Mrs. Metaxa said she had landed in England 24 hours before the alleged offence. She had driven 700 miles in two days on the Continent, where the traffic used the right of the road, and she made a momentary mistake.

Mrs. Metaxa was fined £5 and Sir William gave notice of appeal on behalf of his daughter.

AUTO DEATH FIGURES.

According to the National Safety Council, automobile fatalities of 1928 were caused in the following proportion: Pedestrian collisions, 16,180; automotive vehicle collisions, 4,360; auto-train collisions, 2,170; fixed object collisions, 1,490; auto-street car collisions, 640.

The Scouts.

The H.K.A.A. appointed scouts to exercise supervision over parked vehicles some years ago, and the fact that there are such happy relations between the Association and the Police and Public Works Departments clearly indicates the opinions held by those important Departments.

ANTIQUE AUTO STILL RUNS.



The above "old crock" is still able to crawl over 18 miles an hour despite its 40 years. Fay L. Cusick, its present owner, is shown here taking a ride in it. It is run by naphtha. Gasoline is not powerful enough to drive its one-cylinder motor.

OIL MATTERS.

When Engine Becomes
Worn.

USEFUL HINTS.

[By Israel Klein.]

When the engine becomes so worn as to permit the crankcase oil up into the combustion chambers, it is time to have the whole motor overhauled. For oil pumping is only a step from total breakdown.

If this condition is permitted to continue, any day the motorist will find himself limping along the road on two or three cylinders and suddenly developing a serious main bearing knock, due to considerable loss of proper lubricating oil.

It costs less to check this condition than it does to correct it.

Oil pumping may be noticed by the action of the oil gauge on the dash, or by the smoky appearance of the exhaust gas. When, every time you run into a gasoline station, you are told your engine needs more oil, you may suspect oil pumping or oil leakage. If, on inspection of the spark plugs, you see they are fouled with carbon deposit, you will have further assurance that your engine is pumping oil. Oil pumping begins ordinarily in the rear cylinders and at the rear bearings of the engine.

In order to be sure that it isn't oil pumping, but oil leakage that is causing the excessive loss of oil, run the motor while the car is standing still at a speed equal to about 45 miles an hour. If oil drips from the engine, there is an oil leak somewhere—in the oil pan, through the gaskets, loose screws or flooded crankcase.

If it is a matter of oil pumping, however, several serious causes may be located for it. The most serious are loose main bearings and worn pistons and cylinder walls. Sometimes, the cylinders have become out of round from the constant slap of the piston against the walls and the unevenness of the crankshaft.

If the connecting rods are warped or bent, if the piston rings are

SIR H. SEGRAVE FINED.

£5 for Driving at 45
Miles an Hour.

Sir Henry Segrave, the holder of the world's land speed record of 231 miles an hour, was summoned at Hampstead recently for driving a motor-car at Fitzjohn's-avenue at a speed of 45 miles an hour.

Mr. J. P. R. Lyell, the chairman: Is anything known against him?

Sub-Divisional Inspector Taylor: He has never appeared at this court, but there are nine convictions spread over a number of years.

Sir Henry was fined £5.

loose, or if there is too much clearance behind the compression ring and too little behind the oil ring, oil will find its way easily into the combustion chamber and cause trouble.

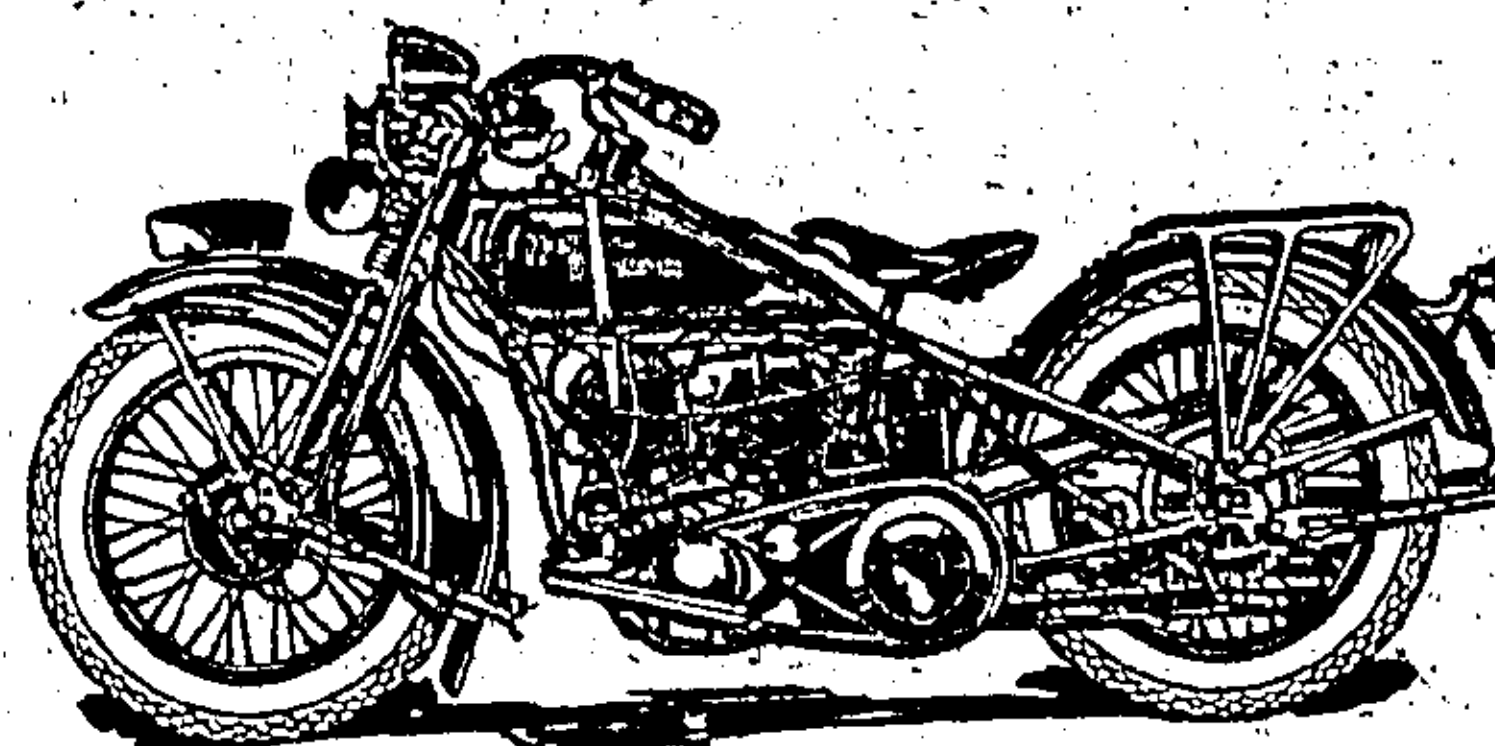
Sometimes the oil pressure is too great and an excessive amount of oil is pumped through the oil slots into the engine. Another cause for oil pumping may be uneven heat distribution so that only part of the engine cools quickly while the rest remains overheated. This thins out the oil considerably, and enables it to work its way more easily into the upper part of the motor.

There are times when watching the oil gauge does not help the motorist discover the loss of oil by pumping or leakage. At such times the oil in the crankcase is being diluted by an oversupply of gasoline that seeps through the piston clearances. Then only the quality of the oil becomes a sign of its loss through leakage or pumping.

The oil, therefore, should be watched constantly not only for quantity but for quality, especially in old motors.

Worn engine bearings may be suspected when oil has to be replenished often and a slight knock, like a heavy thud, is heard as the engine pulls up hill or in starting. Often no knock may be heard in the ordinary course of driving, because the bearings may not be loose enough for this.

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But if the bearings are worn pump through into the combustion enough to cause excessive clearance, an extra amount of oil will be thrown up into the cylinders. The piston rings will not be able to take care of this excessive oil and so will permit some of it to motor only for a short time.

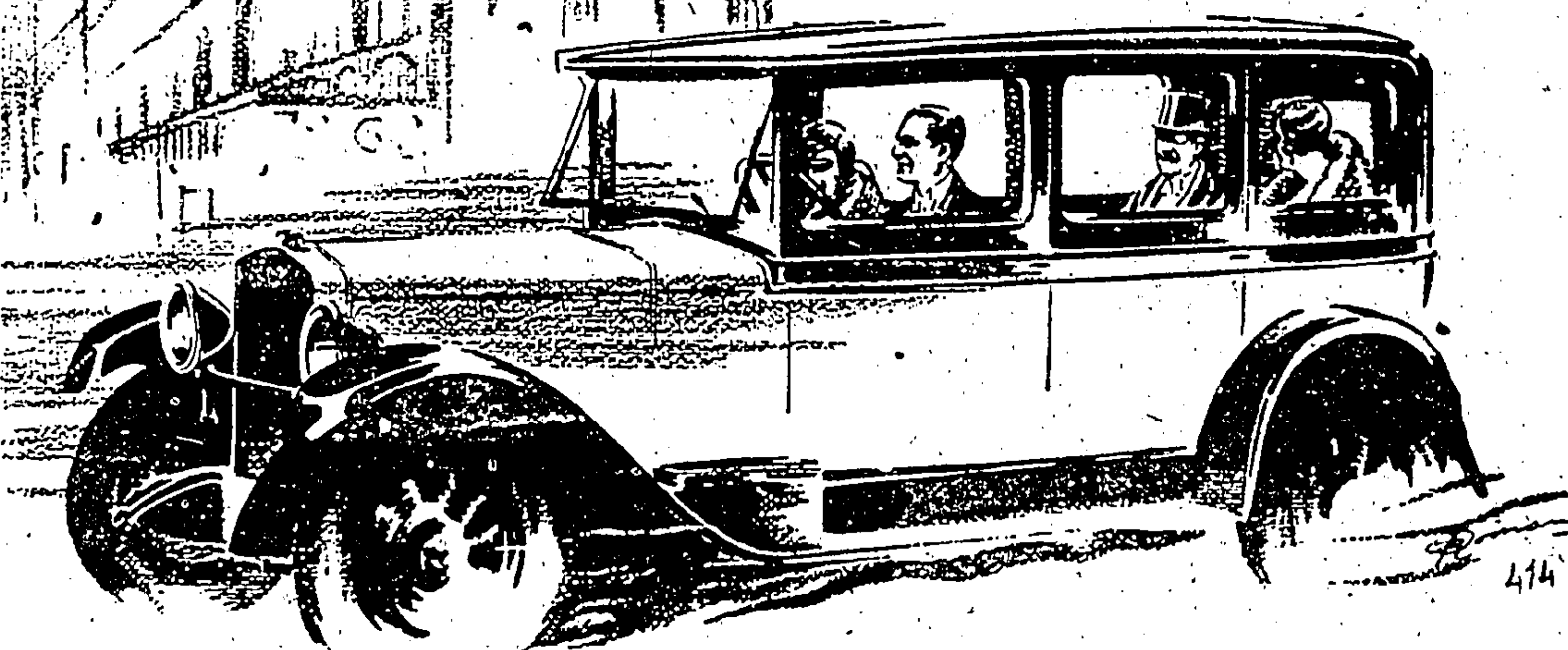
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HIGHLAND ROAD AND RAILWAY DEVELOPMENTS.

Buses Oust Trains in Inverness-shire.

Considerable changes and developments in road construction and in the various road and rail services throughout the Highlands are in operation or are contemplated, and within a comparatively short time there will be many differences as compared with the methods and systems that have been hitherto known.

Caithness, in former days, uttered the proud boast that its roads were second to none in the country, but within recent years, despite careful management, its thoroughfares gradually fell from grace. Now, however, there is a distinct possibility that it will regain lost ground. Gigantic road schemes, likely to cost £400,000, have been discussed, and it is practically decided to proceed with all the projects.

Already a Government grant of 95 per cent. on the trunk road from the Ork to Wick—which is estimated to cost £116,000, but will more likely reach £200,000—has been accepted by the County Council, along with others of 85 per cent. and 75 per cent. on lesser schemes.

The estimated cost of the various road improvements is £285,000, but the feeling is that, ere these are completed according to plan, another £100,000 will fall to be added to the total. The proposed works, which will extend over five years, will embrace the whole county. They include the following:

Trunk road from Ork to Wick, including portion of road in Wick, £116,000; Wick to John o' Groat's, £69,000; Latheron to Georgemas, £54,000; Reiss to Castletown, £14,000; Thurso to Drumholston by Foss, £28,000; Wick Station road to harbour, £30,000; and John o' Groat's road, £10,000.

A Great Benefit. Such mighty road schemes are likely to prove of great benefit to the county, for, apart from the money which will be spent by the workmen employed, there is sure to be a decided increase in the influx of visitors. In the past few years, when the roads were certainly not conducive to comfort in travelling, the county rose by leaps and bounds as a summer resort. With the main thoroughfares in good condition there will be further attraction. And visitors mean money!

But there is one disturbing element concerned with the five years programme—a fact that

was mentioned at the meeting when the various schemes were considered—and that is the ultimate fate of the workmen who will be employed. On the major portions of the scheme the Government insist that 75 per cent. of the labourers employed shall come from the employment exchanges, and that 50 per cent. of these must be taken from the distressed areas. What is worrying the local authorities, therefore, is the question of what is to happen to these men when the various works are completed.

As is well known, it cannot be expected that these men will be absorbed by local industries, for there are none—apart from fishing, which is in a very bad state, and offers no hopes in this direction. And Caithness does not wish to be saddled with further unemployed.

The Government, however, have insisted that 50 per cent. must be taken from distressed areas, so, rather than lose the grants, the County Council decided to accept the terms. Apart from the fact that they are to make further efforts towards an increased grant in the case of two roads, they are to proceed with the scheme. A wise policy.

Work will commence early this year, and already arrangements are being made for the employment of two engineers, a surveying staff and clerical assistance. The summer months will see the works well under way.

Railway Changes. The closing of certain Highland branch lines of the London Midland and Scottish Railway—events which were foreshadowed some time ago as the result of official inquiries into the financial side of affairs—seems likely to materialise in the near future. Already negotiations are proceeding between the railway authorities and the Inverness and District Motor Services with a view to amalgamation, and once these are concluded changes will probably be effected almost immediately.

When the official deputation of the L.M. and S. Railway Company visited the North it was with the express intention of making a thorough investigation of matters pertaining to certain branch lines which were not proving paying concerns. As a consequence of their visit they found that the lines which would probably have

to be closed down as far as passenger traffic was concerned were—Thurso-Wick (local), Wick-Lybster, The Mound-Dornoch, Dingwall-Strathpeffer, Muir of Ord-Fortrose, and Gollandfield-Port George.

Transport of Troops.

While it was not given out officially, it was declared that changes would take place on all these branch tracks but the last mentioned. There is some agreement between the railway company and the military authorities as to the transport of troops, hence the probability is that it will be left alone.

When the news was spread abroad that the various lines were to be closed to passenger traffic, and that buses were to take the place of trains, there was considerable dubiety as to the truth of the statement. The fact that no official information was given out seemed to increase that dubiety, especially in the minds of the Black Isle folk, who looked upon the suggested change in the nature of disaster. Now, however, when it is learned that negotiations are proceeding between the L.M. and S. Railway Company and the Inverness and District Motor Services, there will be a feeling of uneasiness in certain districts affected.

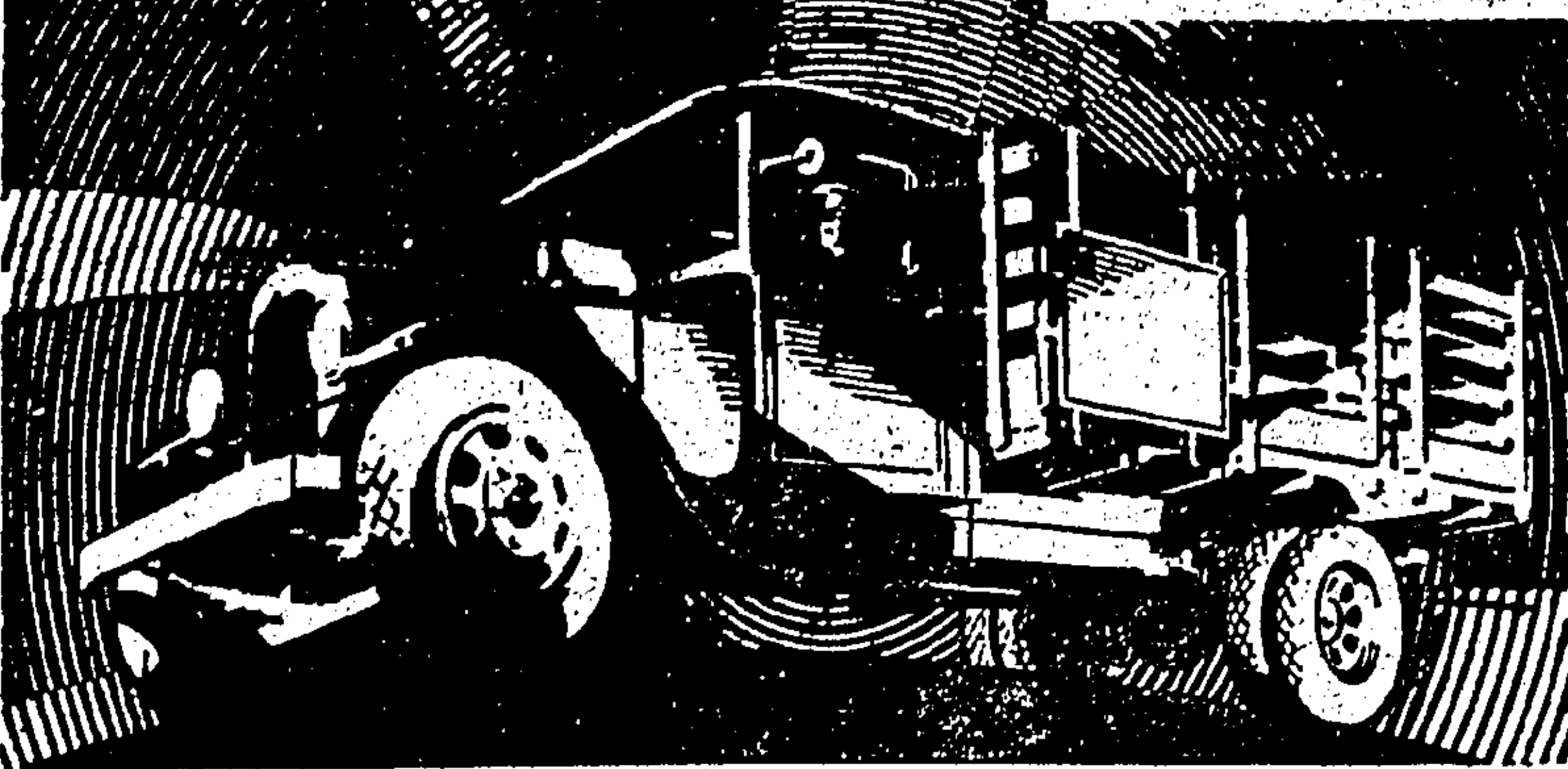
What the ideas behind the amalgamation are is not being made public. When I interviewed Mr. Fowke, managing director of the Inverness and District Motor Services, he declined to say anything on the matter, apart from the facts that negotiations were taking place and that certain proposals would have to be accepted by both sides ere an agreement could be reached.

Splendid Services.

At present the Inverness and District Motor Services have an efficient fleet of buses running as far north as Dornoch, by Tain, Bonar-Brig, and Spinningdale. Then their system in the Black Isle is splendidly organised, while the service on the Dingwall-Strathpeffer route is an excellent one.

The proposed changes, while deplored by certain parties, have been expected. The phenomenal rise of bus traffic in Caithness within the past two years has materially affected the financial receipts of the railway company in the county. The same can be said of Sutherlandshire, which has buses running from Brora to The Mound, and thence to Tain. And then there is the Inverness and District Motor Services in Ross-shire, where they are making great headway.

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NEW FORD PLANT IN ENGLAND.

Largest Motor Car Factory in the
World Outside of America.

To the ordinary observer, something scarcely less than a miracle appears to have taken place on the site of the new Ford works in Essex since operations were begun last year.

In May last, when Mr. Edsel Ford "cut the first sod," this lonely stretch of river bank was little but mingled marsh and agricultural land, and the 300 acres of the Ford site held little but a few scattered farm buildings. Now, the visitor who stands on the same spot finds himself in the middle of a vast ocean of concrete, while all around him is a forest of steel-work—the outline of what will ultimately be the largest automobile factory in the Old World.

It is difficult to believe that this change has been effected in a few months—still more when one remembers that this wide stretch of concrete floor stands upon a wonderful network of foundations, the most ambitious project of its kind ever undertaken in the British Isles. At the present rate of progress the new factory will be producing cars in two years' time, and employing thousands of men.

There are many reasons why the new Ford factory is of more than usual interest to the average man. It represents, beyond question, the most important industrial development that has occurred in England during recent years. At one bodied, it will place Great Britain in a position of supremacy among the automobile manufacturing

countries of the world, for the output of the Ford plant will be more than the total production of cars in England at the present time. This output will supply, not only the home market, but the great demand from overseas. It will provide well-paid work for thousands of men, and indirectly will mean increased employment in scores of allied trades.

The factories will also be of unusual interest in themselves, both on account of their modern equipment, much of which is duplicated nowhere outside the Ford organization, and their completeness. Practically every operation from the raw material stage to the finishing of the complete car will be carried out in the blast furnaces, foundries, manufacturing and assembly shops.

To watch a factory of these dimensions rising on what was formerly neglected land abounds with interest, even for the visitor who knows little of the problems involved. Practically everything is being done on a gigantic scale, and the engineers talk of thousands where ordinarily they would calculate in hundreds.

Not the least interesting feature of the plant is one that most people will never see—the foundations. The factory buildings themselves, which will lie one behind the other on the bank of the Thames, really stand on gigantic piles, each one of reinforced concrete, and higher than the average house.

Thousands upon thousands of piles have been driven since the work began. In one of the three buildings alone, there are enough of them to reach twelve miles if placed end to end, and when the work is completed in the near future there will be no less than 8,500 all told.

The Ford factories stand on land that was once in the City of London, for when the underground railways were being made the excavated earth was carried out to Essex in order to build up the river bank. These piles reach down below this, and, in conjunction with mile upon mile of reinforced concrete beams, provide an unshakable foundation for the buildings above.

The very large floor-space to be covered introduces another set of striking figures. 35,000 super feet of concrete have to be laid for this purpose, and by the use of special equipment the contractors are covering the ground at an extraordinarily rapid pace.

As the buildings are reared, the size of the plant will, of course, become more strikingly apparent. In addition to subsidiary buildings, such as the office block, the power house, and so on, there are three main buildings—the assembly shop, the manufacturing shop and the foundry. The first and second of these will have an area of 1,000 ft. by 300 ft. each, while the foundry will measure 1,220 ft. by 300 ft.

More than 10,000 tons of British steelwork will be erected in these three shops. In one of the buildings alone there will be 4½ miles

of gutters, while the same building will have approximately 3 miles of beams in the floor.

There are many interesting features to be observed on other parts of the site—for, large as the buildings are, they occupy only a relatively small portion of the ground. There would, in fact, be space to duplicate the entire plant, and still leave a considerable amount of ground for other purposes.

One example of speedy and efficient work is a 35-foot roadway that has been cut through the site, giving direct communication between the factory and the main London road. This road takes in stride a 360-foot reinforced concrete bridge over Dagenham Branch, and another over the main railway line that runs through the site.

The bridge over the stretch of water known as the Branch is 60 feet wide and carries the roadway, a footpath, and two sets of rails. The latter run from the railway right into the factory.

At the end of last year, when the erection of the steel-work was on the point of beginning, over 700 men were employed by the various contractors, and the number has increased very greatly since work began on the buildings. Most of the men are local, and as far as possible preference has been given to those who were without jobs, all men being engaged through the local Employment Bureau.

When it is finished, the new plant will be admirably situated for production on the big scale that is planned. This part of the

river is navigable by the largest ships, and direct communication between most of the big sources of supply of raw material is obtained. The advantages of the site are equally apparent when it is remembered that a large share of the factory's output will be exported. Cars or parts can be placed directly on board ship for despatch to all parts of the world.

Inland, the new factory will enjoy equally favourable transport facilities, either by road or rail.

The factory is close enough to London to be able to draw upon the population of the Metropolis for its workers, while the big towns within a few miles of the factory gates will no doubt supply their quota. The influx of 10,000 men—which is the number that will be employed when the plant is in production—will therefore not create so serious a housing problem as would otherwise be the case, although serious efforts are already being made by the local authorities to prepare for the new population that the development cannot fail to bring.

The New Ford Factory cannot fail to have a marked influence on industrial progress in the British Isles. Other British industries will immediately benefit, for the huge output at Dagenham will create a big new demand for raw materials—notably coal, iron and steel. A large part of the production will be sent abroad representing a notable addition to the export trade of England. Increase employment for many thousands of men will follow the beginning of operations.

EXHAUST MENACE.**U.S. Campaign.
DRIVERS BLINDED.**

Police in Detroit (U.S.A.) have started a campaign against cars with smoking exhausts. The nuisance is prevalent all over America, but particularly so in Detroit, where drivers at busy intersections have been temporarily blinded by the clouds of smoke.

Besides having bad effects on the eyes, exhaust fumes are noxious and a menace to health. The campaign has spread to other American cities, and drivers who do not prevent their engines from ejecting smoke will be prohibited from using their cars until the nuisance is obviated.

It is pointed out by the traffic authorities that besides being dangerous and unpleasant, a smoky exhaust is costly, as it is an indication that the motor is not getting the full use of the petrol, or else is burning oil unduly. The condition, in some cases, can be rectified by small adjustments to the valves and carburettor, though, in many instances, it is necessary to fit new piston rings and even to rebore the cylinders.

The cases are highly noxious, and have been the cause of death to many motorists who have run engines in garages with the doors and windows shut.

A campaign has been waged in London for a long time against the exhaust nuisance.

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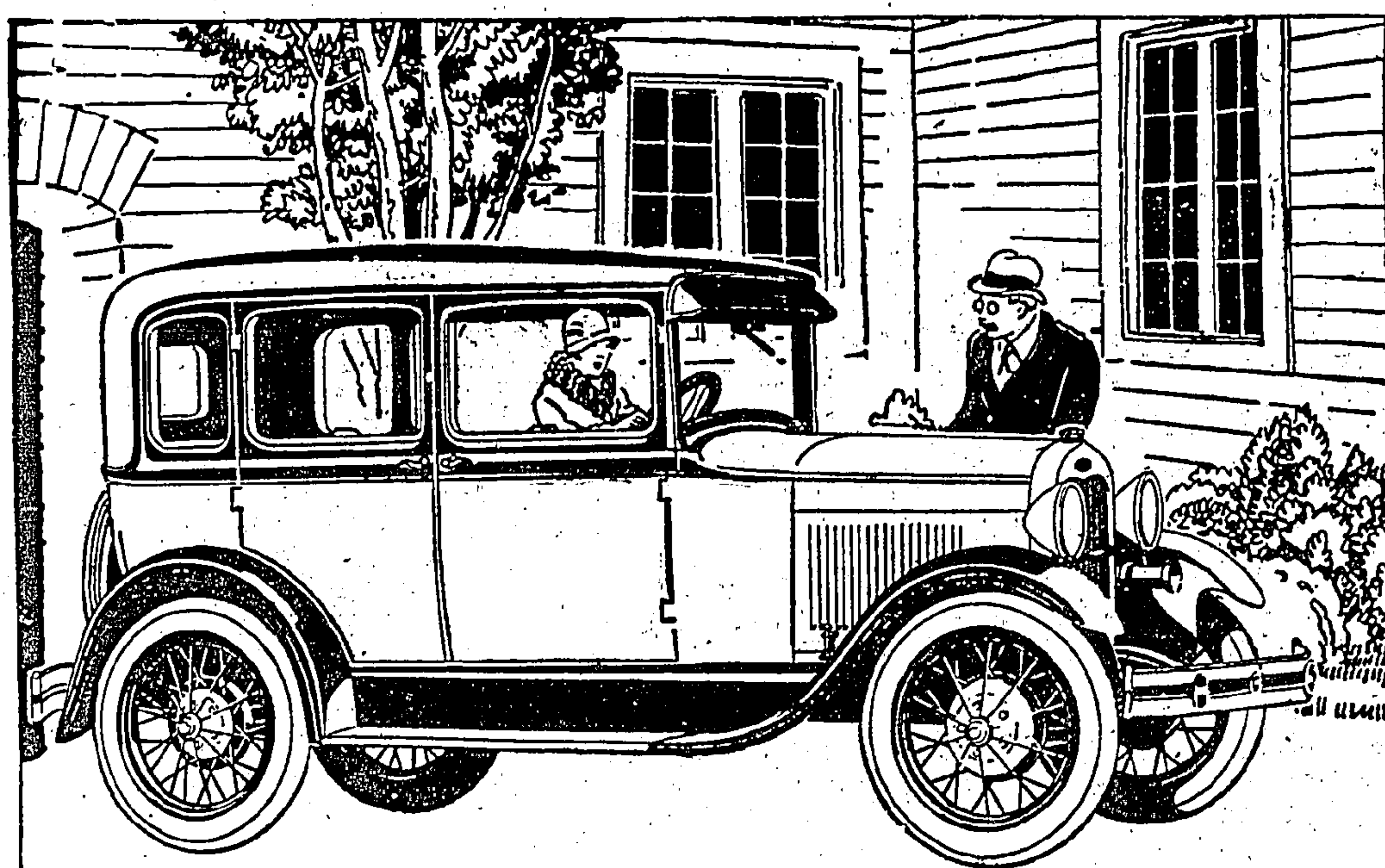
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"There is enough Thrift in me"—

Said one of Hongkong's most prominent professional men, "to appreciate the economical upkeep of the New Ford, I'm going to give my other car to my wife and use her Model 'A' Ford. I don't see why anyone could want a better car—it has power—speed—pickup—is a little beauty—and my wife gets better than 22 miles per gallon out of it."



One of the very latest Ford body types—the Three-Window Fordor Sedan A beautiful coach job finished in a variety of attractive colors and richly appointed throughout. Deeply cushioned front and rear seats are made in the fashionable lounge type. Driver's seat is adjustable.

A WOMAN'S VIEW POINT

When she buys a car, it isn't for the same reasons as a man. But, she gives that car just as severe a test before she accepts it. She won't mutter about carburetors or magnetos. But she lifts the hood just the same, and probably draws a conclusion that would startle us men, if we knew the full reasoning of it. She doesn't poke the cushioned seats, or jump on the running board and sway the body on its springs. She doesn't push back her hat and say: "that's a nice paint job."

But somehow she manages to test the driving seat for leg-room and to think of the passengers as

well. Apparently she examines nothing. Truly, she tests everything, and not the least test is when she asks what her friends are going to think of it. Take a car any modern woman has selected. You'll find that she has chosen a car that is not only handsome, but well made mechanically.

Take a New Ford for instance. And see how many of them are driven by women. Don't just ask her why she chose the New Ford. But go and try one for yourself. Consult our dealers. He will only be too glad to take you for a ride and demonstrate all the features of the New Ford to you.



Extract from a letter received by the Shanghai Ford Dealer:

"Before going any further, I would like to say that, though I took the car all over western Europe and spent most of my time on the mountain roads of Switzerland, the little bus did everything that anything on four wheels could be expected to do and a lot of things at which larger and more expensive cars jibbed. Needless to say, I am a confirmed and enthusiastic Ford fan."

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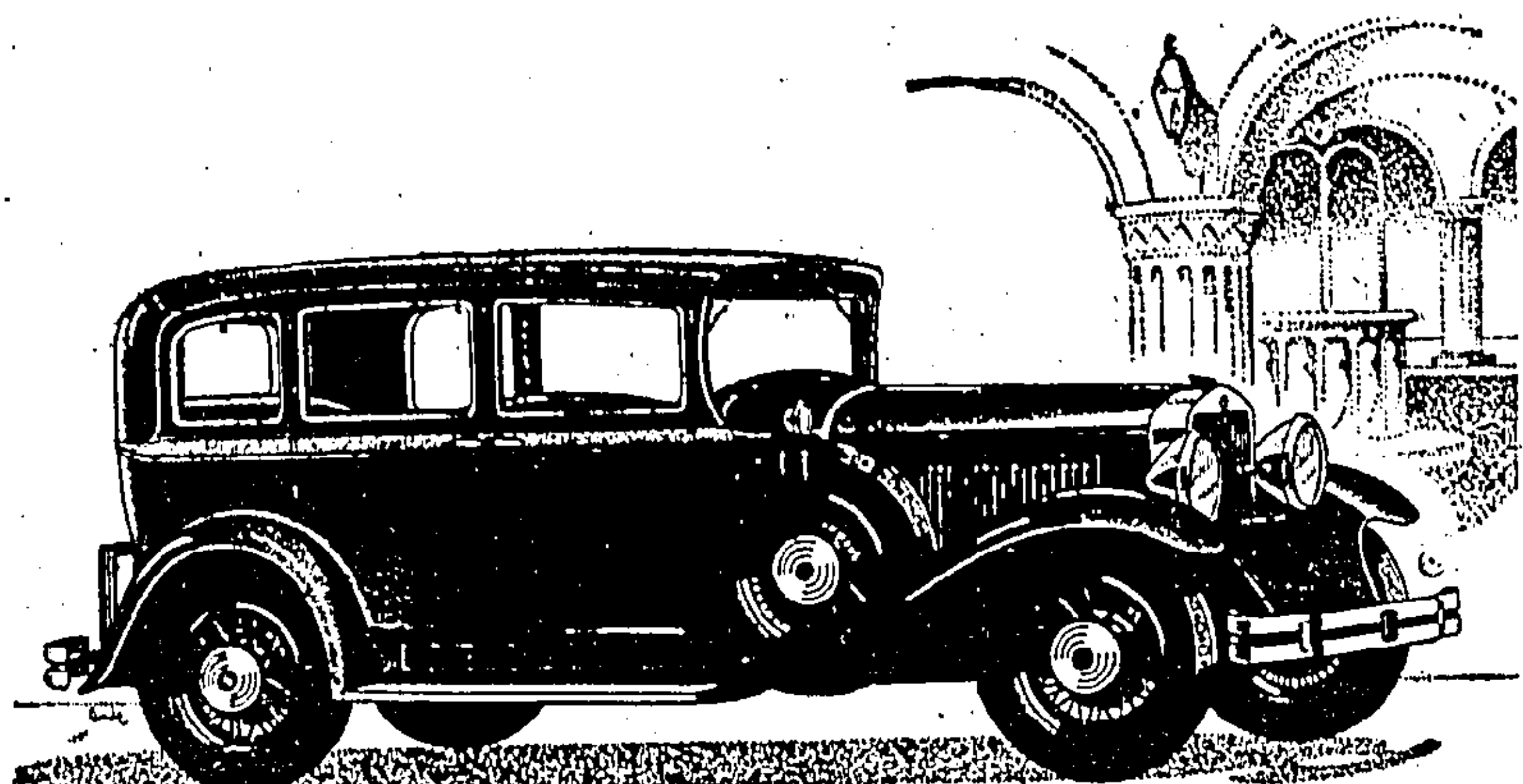
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CARE ADJUSTMENT OF BRAKES.

Safety for All Demands Constant Attention.

[By F. J. Field.]

"The brakes were applied but they failed to act." How often is this excuse offered in accident cases?

The ability to control the speed of motor-cars and bring them to rest in emergencies in the shortest possible distance is of paramount importance, and is intimately connected with the comfort and security of motoring, whether it be for pleasure or business. In these days of high speed, congested roads, inexpert drivers and careless pedestrians, a motor vehicle with inefficient brakes constitutes a definite source of danger to its occupants and to other users of public roads—hence, the condition of the brakes of their cars should be the first consideration of all motorists. Unfortunately, such simple precautions as attention to adjustment of shoes and the lubrication of bearings and connections in the brake mechanism, are often overlooked, and brake power when most required is not always forthcoming, and we read of such instances as "the brakes were applied but they failed to act. But they would have acted if the controlling mechanical parts had received reasonable attention. The remedy for inefficient brakes is simple, and easily effected, and provided the brake lining is not unduly worn and is free of lubricant, all that is necessary is to adjust the shoes as closely as possible to the drums without actually rubbing in the "off" position—and to make sure that all rods, levers and bearings are lubricated and working freely. All cars with brakes acting on front and rear wheels should exhibit at least 60 per cent. efficiency, and should be capable of being stopped on a dry level road in the distances at different speeds as under:

Miles per hour, when Brakes are applied.	Stopping Distance, (ft.)
20	22.3
30	50
40	89
45	113

Brake Noise—Squealing.

This unpleasant feature is caused, in general, by the vibration of drums when the brakes are applied. Some drums are acoustically better designed than others to communicate vibration to the surrounding air, i.e., drums that have no flange at the open end. In such case a stout metal band camped round the outside of the drum will alter the natural period of vibration, and is an unfailing remedy.

Where squealing is intermittent, and not persistent (it may occur during and after wet weather)—here the cause is, in the majority of instances, an abnormal rise in the coefficient of friction due either to the entry of grit or the formation of rust on the working surfaces of the pressing the foot pedal down sufficiently to engage the brakes, and holding the pedal down with a stout piece of wood between the toe plate and the driver's seat. In this position of the pedal it should be possible to turn all four wheels one at a time by a strong pull on the tyres, and slacking off or tightening up the adjusting screws until it requires approximately the same force to move each wheel through one revolution. The car can then be taken out on the road and run, preferably down hill, with the brakes hard on for about 100 yards. The power of the respective brakes can then be ascertained by the temperature of the outside of the brake drums. If the brakes are all equally effective there should be no appreciable difference in temperature between any of the drums, but if one feels hotter than the other that particular pair of shoes can be slackened off slightly, or alternatively, the other three may be adjusted a little closer. Finally, the car may be jacked up again to make sure that all wheels are free in the "off" position.

When to Reline Brakes.

With normal usage, a set of good quality brake linings as fitted to touring cars should last at least 16 months for an average mileage of 1,000 per month. This, obviously, is satisfactory service, and even if the linings are not worn right out, it is advisable to renew them when they are reduced to a thickness of 1/16 inch at the centre of the shoes—where always the greatest wear takes place. Therefore, even should the braking power be quite satisfactory, it is advisable to examine the linings for wear at certain intervals, say every three months after the first six months' running—that is, if the car is in regular use. Apart from anything else, the examination gives an opportunity of clearing out the drums, and it is sur-

prising what a large amount of debris is often found in a drum after a few months' work—all of which is much better outside than inside the drum.

Four Wheel Brakes.

The outstanding advantages of brakes fitted to front and rear wheels are now so generally recognized that it is perhaps unnecessary to refer to them at any length. It may, therefore, be sufficient to say that not the least feature of importance is the elimination of skidding on greasy roads and the increased stopping power given when descending hills, in the latter connexion four-wheel brakes are at least 50 per cent. more efficient than brakes acting through rear wheels only, and for these two reasons only four-wheel brakes are an essential fitment to all types of motor-cars; but it should be understood that the fitment of two additional brakes on front wheels does not of itself increase the stopping power of a car on a dry level road as compared with the performance of a car drum, and usually disappears after the first application of the brakes. If the friction of the linings is reduced by the application of a little dry powdered graphite, squealing generally ceases, but the amount of graphite applied to the lining must not be overdone, otherwise the power of the brakes will be affected seriously. Another—and, perhaps, the most effective cure—is to dismantle the drum and shoes and clear the surfaces of any deposit and chamfer off the surface of the lining with a file for about 1 inch at each end. While an application of paraffin and oil will silence immediately the noisiest brakes, the expedient is distinctly not recommended.

Both are advanced conditions of squealing, and imply that for a number of reasons the linings have

a tendency to jamb or lock against the drums. Contributory factors to this state of things are, eccentric drums, distortion of shoes, the presence of heavy deposits of rust or accumulation of a mixture of gritty material, composed of road grit mixed with decomposed grease. The only effective remedy is to dismantle the drums and shoes and thoroughly clean the working surfaces, and if the lining is bedding over its whole length the ends should be tapered off with a file for about 1 inch. If the drums are distorted they should be trued up by hammering out the high places—but this is an operation for a mechanic, and cannot very well be done by an amateur without the necessary tools.

Care of Brakes.

In order to compensate for normal wear and usage, it should be sufficient to lubricate the joints of levers and rods and the bearings of cross and cam shafts, every three weeks. At the same time, attention should also be given to the adjustment of the shoes—in particular to ensure that the brake power is divided as equally as possible between the respective pairs of brake shoes. If one brake, either on front or rear wheels, acts with greater force than the other braking efficiency will be far less than what it would be if both brakes were equally effective. Although the total effort may be no more than the sum of the power of the individual brakes, the car can be stopped in a shorter distance when braking forces are balanced.

Adjustment of Brakes.

The correct setting of brake shoes is an operation that in the ordinary way requires time, patience and a small amount of skill—that is, provided that no facilities are available for measuring the actual braking force on a brake testing machine. Nevertheless, very good results can be obtained by jacking the wheel of the car clear of the ground and with brakes acting through rear wheels only. Increased stopping power in such conditions is obtained only by increasing the pressure on the brake lining.

No less than 90 per cent. of the failure of ball and roller bearings in motor-cars can be traced to the detrimental effect of rust and dirt.

STEERING HANDLE.

One-handed Work.

INGENIOUS IDEA.

To facilitate easy steering in traffic when one hand may be busy with the gear lever, and to rest the arms during a long drive an ingenious American thought of clamping a knob or handle on to the rim of the steering wheel.

He has patented the idea; but any driver should be able to make one in his own garage. It is simply a circular piece of polished wood, big enough to grip comfortably, clamped with felt packing onto the most convenient spot on the wheel's rim, around a spoke for greater security.

When gear changing backing or parking, the wheel can be readily spun with one hand, without effort or changing the grip on the wheel. To ensure smooth running of the bearings, carefully hardened and accurately ground tracks and rolling elements are essential. Unfortunately surfaces such as these are particularly susceptible to corrosion and the abrasive effect of grit and chips which destroy the surfaces, and cause noise, wear and ultimate failure of the bearings.

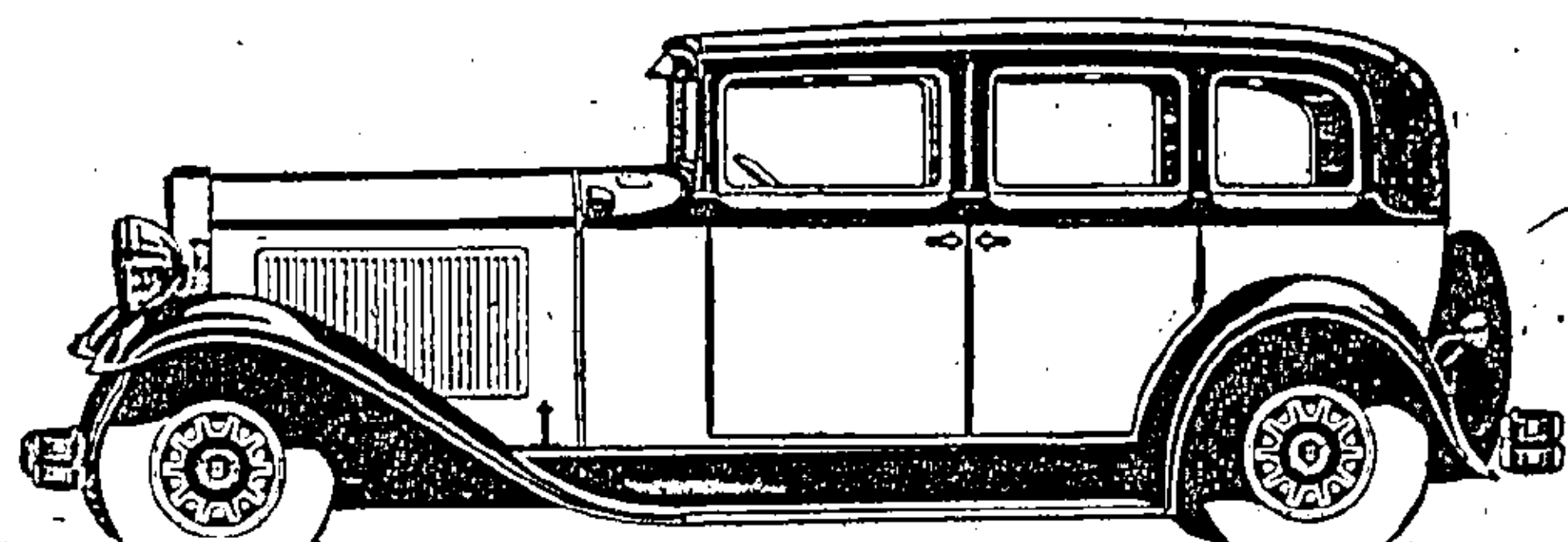
It is essential to protect the bearings against dirt and water, not only when they are actually in position, but also whilst they are being handled. Ball or roller bearings should not be handled with gritty hands nor placed on a dirty bench or the floor.

When mounting or dismounting ball or roller bearings, pressure must be applied only to the race which is actually being fitted or removed. For instance, if mounting the bearing on the shaft the pressure must be applied directly to the inner race only and not to the outer race, otherwise damage may occur to the tracks and rolling elements.

As ball and roller bearings are manufactured of hardened steel they must on no account receive direct hammer blows. When mounting and dismounting, a press should be used where possible and falling this light blows applied through a soft drift.

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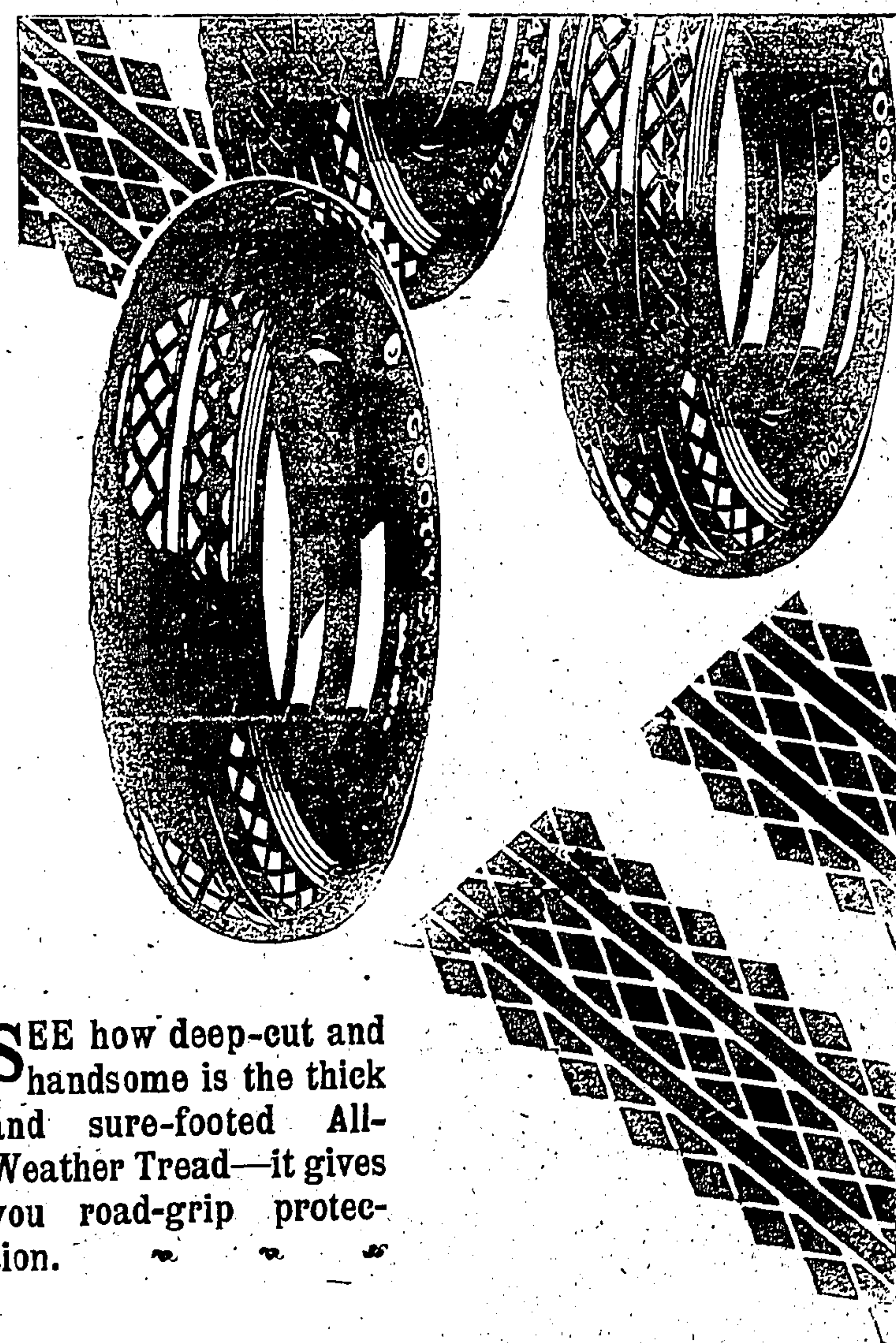
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SERIOUS DAMAGE.

Sugar in Petrol.

MECHANIC TELLS.

Referring to the article on the effects of sugar in petrol, Mr. N. J. Taylor, who has overhauled several cars which have been disabled by this method, writes:—

I have overhauled engines put out of action by this method, and in each case the sugar was put with the fuel into the reservoir tank, and passed through the fuel line and vacuum tank into the carburettor, thence into the combustion chambers. In the combustion chamber it left a hard, dark brown substance on the piston tops, and behind the rings and the gudgeons.

Does Not Score.

I have not repaired an engine in which scoring could be attributed to the sugar, but have seen broken rings, which, when removed, disclosed a thickness of this dark brown substance behind them, also the pistons have suffered, and in some cases the valves have warped and pitted. The last I repaired was absolutely the worst in my experience; the engine ran 200 miles with the adulterated fuel, and a quarter of a spoonful of sugar in its granulated form was taken out of the manifold. This I attribute to the carburettor being dash controlled jet type, and the car being constantly driven with the choke out. The sugar deposit on the tops of the piston was about a quarter of an inch thick, the rings in this case suffering badly, also the valves. The deposit being left on

MECHANICAL TRAFFIC LIGHT.



Eugene D. Stirlen operating the automatic policeman at a model crossing.

New Haven, Conn., Feb. 21st.—A mechanical traffic light that "thinks" is the latest traffic regulator to be put on the market.

The invention, that of a young Yale professor, through an ingenious electrical hookup, is said to regulate traffic much more efficiently than police officers or ordinary timed traffic lights.

Operated electro-magnetically, this device operates a system of traffic lights with what resembles careful thinking. If the light is in favour of thoroughfare traffic and a car on a side street wishes to cross, the light gives it the opportunity at the first break in the thoroughfare traffic. If no traffic is on the main street, the car on the side street finds the light in its favour.

Lights are operated directly from a road. At a set distance before a road intersection, the "eyes" of the system are placed in the road. These "eyes" respond to the pressure of cars passing over them and transmit signals to a control box.

the valve seat caused the valves to ride, and in one instance burn out. The damage I found was not only in the head, but after passing down the cylinder walls the sugar became minute black glittering particles, and big ends; in this case the crankshaft was removed to facilitate proper cleaning. (Sydney Sun).

The control box notes the presence of every vehicle on each street as it arrives and it knows the speed of every approaching car, the order of arrival, traffic density, and which car should have the right-of-way.

A single car approaching the light receives the green signal immediately. If two pass over the "eyes" simultaneously, one is given the right-of-way and the other remembered, receiving the green light as soon as the first car has passed.

A continuous stream of traffic is not interrupted unless a car wants to pass. The vehicle is given the green light in the first gap of the continuous stream and if no gap occurs within a maximum period, traffic is stopped long enough to allow the vehicle to pass.

In addition to motor cars, the light takes into consideration street car and pedestrian traffic. Special overhead attachments are connected to control trolley traffic. Pedestrians have the same opportunity to cross as the cars going in their direction.

A CITY OF DIN.

Grinding Gears and Groaning Horns.

[By James Dunn.]

Sleep to the weary traveller is possible everywhere in peaceful England except in the cathedral city of Winchester.

The main road from London to Southampton passes through the heart of the city and turns in a wicked bend of a narrow street past the hotel quarter known as the place of insomnia.

Throughout the night and well into the small hours a procession of motor-cars blaze a roaring trail through the narrow street, with a grinding of gears and a groaning of horns that transform the cathedral calm of Winchester into a city of dreadful din.

Hundreds of nightmares on wheels, from steam-torries to motor-bicycles, roaring, screaming, shrieking, wailing, groaning like a horde of evil spirits let loose in the land of sleep. They come in fire and fury these wheeled noises of the night. Their headlights send lightning flashes through the darkened rooms, their engines bring thunder into the sacred silence.

Through uneasy dreams it comes, the terror that drives by night, bringing savage jungle voices from the wild. The savage roar of the thwarted tiger, the trumpeting of the angry elephant, the defiant yell of the hyena, the frenzied scream of the wild cat, the awful shrieking of the stricken boar.

Noise incarnate. The very houses tremble in the hellish din. The weary stranger shudders and shivers under the bedclothes suffering the noise that is, dreading the noise to come. That is the torture—the uncertainty of the next voice. After two or three hours of howlings, moanings, shriekings, and groanings, the tinkle of a passing bicycle bell will make the victim leap in the air with agony.

Ears and nerves are strained beyond endurance. Ancient Egypt never knew the plague of noise. Midnight! One o'clock! Two o'clock! Still comes the terror that rides by night, beginning in the distance with the sound of a mighty wind and then roaring, blazing, grinding, and shrieking away into the blackness beyond.

They say that a new road is to be made to escape the city of Winchester. It will be either that or a new cemetery.

TOLL RECORD.

The Delaware river bridge from Philadelphia to Camden, N. J., is said to have set a world's record for toll bridges last year when 11,611,871 vehicles paid \$3,231,781 to cross it.

SAFETY SEEN.

Future Models.

ACCIDENT PREVENTION.

Convinced that any step in the direction of making motor cars safer will be genuinely appreciated by motorists, American motor manufacturers are turning their attention to accident prevention, with the result that future models will have many safety features.

Many of the companies turning out various parts and mechanism for cars are specialising in safety devices. The greatest of these, brakes, are being made larger and more dependable, and the makers of a system in world wide use are operating at the highest rate in their history as a result of several large contracts for improved brakes. Other devices that will be used to make driving safer are more efficient and double wind-

SPEAKING OF TAXES.

Rio de Janeiro, Brazil, has a \$100 automobile tax. The car tax alone is only \$25, but in addition the car owner has to pay for his license, circulation tax, poor tax, and help support the street-cleaning department.

In the United States closed car production was 87 per cent. of the total in 1927, 85 per cent. in 1928, and 80 per cent. in 1929.

shield wipers and anti-dimming chemicals for windshields and windows.

More manufacturers are adopting safety glass such as is much used by European and English body builders. Great improvements have been made in this glass recently and it is now not only unshatterable, but always keeps perfectly clear. Some makes of cars are to be fitted with special double horns and many have fire extinguishers installed.

MOBILE FORTS.

Army Six-wheelers.

40 M.P.H. BACKWARDS.

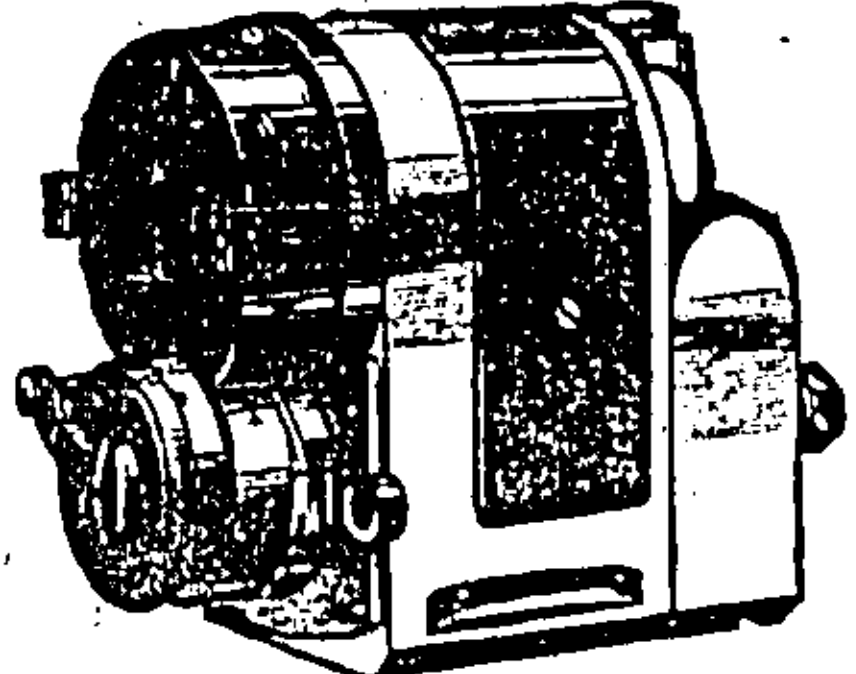
Cars built specially for the British Army have to undergo severe tests before being passed into the service.

Recently a batch of six-wheeler armoured cars was manufactured by the Lauchester Motor Company for mechanical cavalry units.

The vehicles are fitted with 40 horse-power, six cylinder engines, and have to maintain a speed of 40 miles an hour over rough country either forward or in reverse.

The steel turret carries three Vickers guns, and each car carries its own portable trench bridges, as the running boards are made specially heavy, and may be detached for the purpose.

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BUICKS

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The more thoroughly you compare Buick with other cars, the more clearly you will understand why more than 2,000,000 people have bought Buicks—why men and women are buying from two to five times as many Buicks as any other automobile priced above

\$1200—and why they have purchased more Buicks during the few weeks this brilliant new car has been on the market than in any like period in Buick history.

See the new Buicks and arrange to buy one. Six of the 14 luxurious body types, incorporating all the famous Buick superiorities, are available at prices ranging from \$1225 to \$1295, f.o.b. factory. All available on the extremely liberal General Motors Time Payment Plan.

Buick's 99-horsepower Valve-in-Head engine is the most powerful engine of its size in the world. It is famous, too, for unrivaled smoothness, economy and stamina. It incorporates such marked engineering advancements as counterweighted crankshaft with torsion balancer, carburetor heat control, positive pressure gas pump, and triple seals against wear.

Buick's Controlled Servo Enclosed Mechanical Brakes provide the most perfect control ever devised for any automobile. They are smooth, sure, silent in operation, and achieve positive results with minimum pedal pressure. And because they are enclosed—fully protected against dust, dirt and water—they insure maximum braking efficiency in any weather.

New, longer rear springs, in conjunction with four new Lovejoy Duo-Draulic Shock Absorbers, impart a superlative degree of riding comfort. These two vital comfort factors work together in perfect harmony to check both bound and rebound over the roughest roads.



Buick's new frictionless steering gear imparts matchless steering ease throughout the entire turning range, while the new Buick Road Shock Eliminator absolutely prevents transmission of road jolts and jars to the driver's arms. Twin features which make a tremendous contribution to driving ease and roadability.

Buick's famous multi-disc clutch, too, reveals marked superiorities. In addition to being far sturdier than those of conventional design, it imparts exceptional smoothness, due to its special facing which insures gentle, gradual engagement of the driving and driven surfaces.

Buick's famous torque tube serves two vitally important functions. It not only carries the driving thrust, leaving the rear springs free to cushion the car's progress, but also forms a major unit of the Buick chassis seal. Every moving part of the Buick chassis—from fan to rear wheels—is fully protected against dust, dirt and water, assuring maximum operating efficiency in any weather.

*The engine in the 124- and 132-inch Buicks develops 99 horsepower, and that in the 118-inch Buick 80 1/4 horsepower

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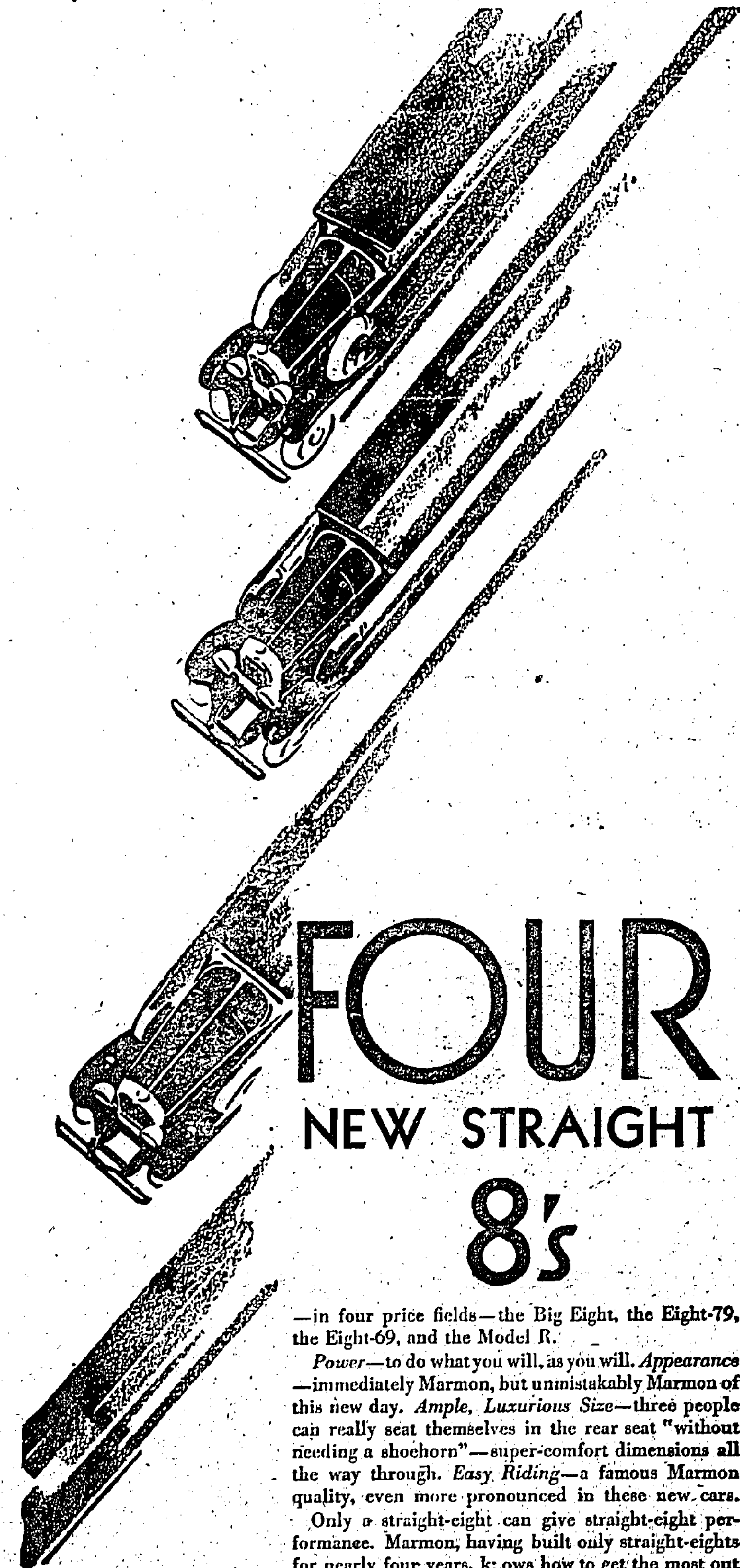
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Only a straight-eight can give straight-eight performance. Marmon, having built only straight-eights for nearly four years, knows how to get the most out of eight cylinders.

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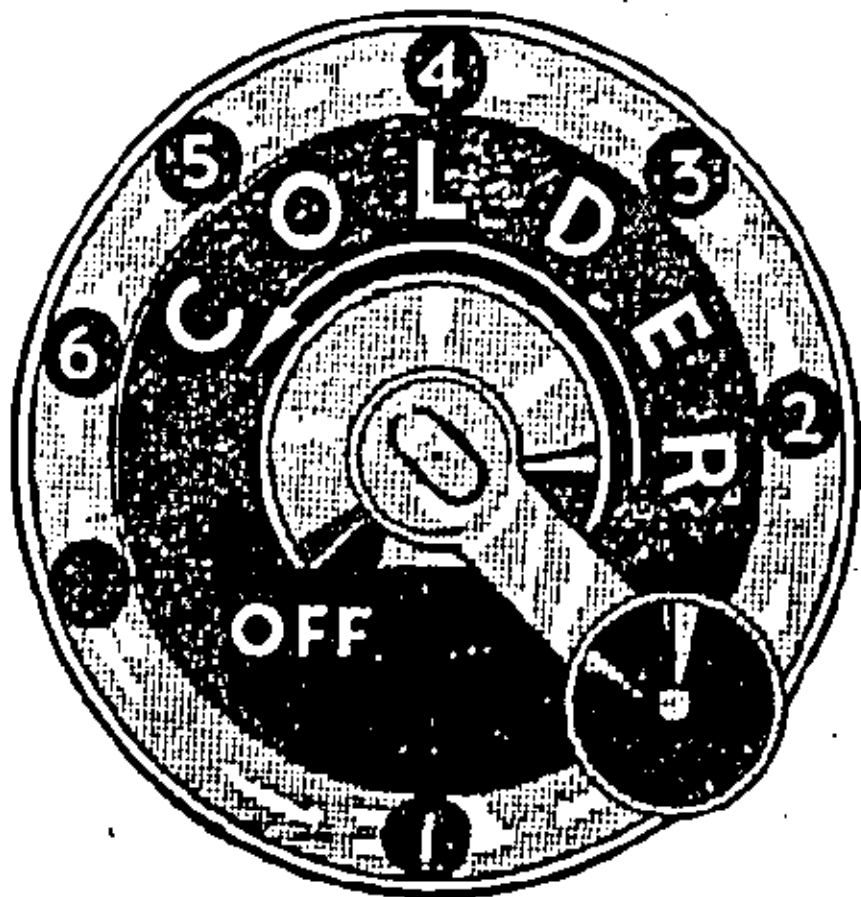


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WIFE OF GOVERNOR AS BURGLAR.

ROBBERIES STAGED AT OWN HOUSE.

A dramatic confession by the wife of Dr. Momm, Governor of the Potsdam district, has led to his resignation.

After cross-examination by Berlin detectives she confessed that burglaries which had recently taken place at her house were committed by herself.

In 1927 Frau Momm informed the insurance company that household linen had been stolen from the official residence, and obtained nearly £10 as compensation.

In June last she again reported to the insurance company that other articles had been stolen, and received £25.

Last December the woman informed the insurance company that valuable silver ornaments, candlesticks, &c., had been stolen from her house and received £235.

Face at Panel.

On March 10 Frau Momm reported a fresh robbery, but her story was so strange that suspicion was aroused.

She declared that she had taken a strong sleeping draught owing to her shattered nerves, but had nevertheless been awakened in the middle of the night by a noise.

She was startled to see a masked face framed where a panel of her bedroom door had been taken out.

She discovered, she said, that £100, belonging to a charitable fund, had disappeared.

The police found that 30 holes had been bored round the sides of the door-panel, which had then been sawn out. They calculated that the operation must have occupied at least an hour and a half, and must have made a considerable noise.

Later, Berlin detectives found the greater part of the valuable silver buried in the cellar of Dr. Momm's official residence, and discovered that the rest had been bought by dealers.

Dr. Momm was informed, and spoke to his wife, who made a full confession.

Frau Momm, who is known as a fanatically religious woman, fainted when she finished her confession.

Dr. Momm returned to the insurance company all the money paid to his wife and has handed in his resignation to the Government.

His position corresponds almost to that of a Lord-Lieutenant of an English county, though more actual power attaches to it.

It has not yet been decided if any action will be taken against Frau Momm.

MOTORING ADMIRAL.

"I HAD TO GO HARD TO STARBOARD"

A motoring Admiral caused some amusement by giving his evidence in nautical terms at Mortlake, S.W., when Mrs. Kathleen Maxwell, of Upper Richmond-road, Putney, S.W., was summoned for driving a motor-car dangerously.

A constable said that Mrs. Metaxa pulled out from behind a stationary line of traffic.

Admiral James, who was wearing plus fours, said he was just getting under way when to his amazement Mrs. Metaxa pulled across him from astern. He had to go hard to starboard to avoid a smash. He mounted the pavement and his bows rested in the porchway of a public-house.

Mrs. Metaxa said she had landed in England 24 hours before the alleged offence. She had driven 700 miles in two days on the Continent, where the traffic used the right of the road, and she made a momentary mistake.

Mrs. Metaxa was fined £5 and Sir William gave notice of appeal on behalf of his daughter.

A BROKEN DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is usually weakness—breakdown, as it were, of the vital forces that sustain the system. No matter what may be its causes (they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weakness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what is absolutely essential in all such cases is increased vitality—vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of THE NEW FRENCH REMEDY, THERAPION No. 3 than by any other known combination. So rarely as it is taken in accordance with the directions accompanying it, will the shattered system be restored. THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH, and a new existence is opened up to the sufferer. This wonderful medicine is suitable for all ages, constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement whose main feature is weakness, that will not be speedily and permanently overcome by this French Remedy, which is destined to obliterate everything that has preceded it for this wide-spread human scourge. It is sold by all chemists, or either by the return post from 24, Rue de Valenciennes, Paris, or by the London Agents, Messrs. J. & J. L. & Co., Ltd., 10, N. W. 1, London.

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Have I?

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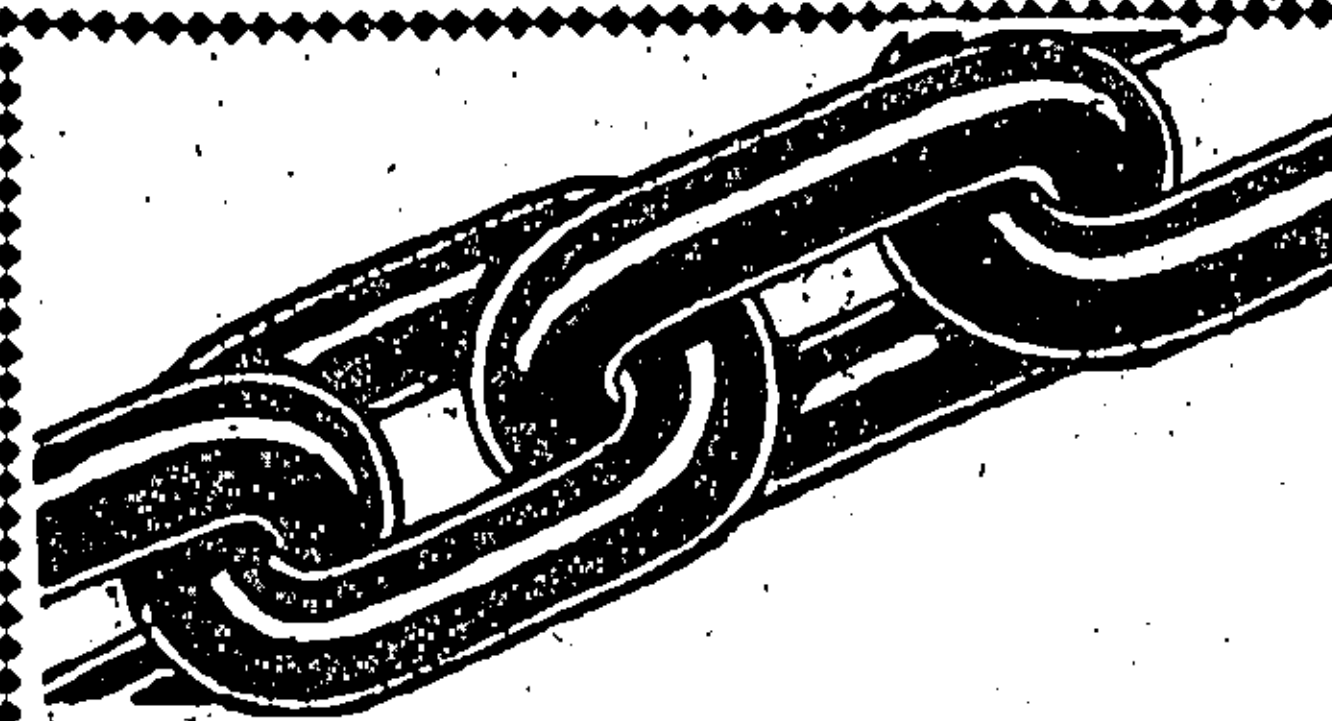
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EIGHT LIONS IN
CIRCUS FIRE.GREAT HEROISM SHOWN
BY TAMER.

TRAPPED IN A CAGE.

Great heroism by a lion-tamer marked a fire which destroyed the marquee accommodating the Carmo Circus at Birmingham.

Eight lions trapped in a wooden cage were in grave danger when Togare, the Hungarian trainer, rushed to their rescue and took steps which undoubtedly saved the animals from destruction.

The fire was apparently caused by some rubbish catching alight near the main entrance.

A circus attendant who detected it immediately cut the guide ropes, so that one side of the huge tent fell inwards, away from the flames, but, fanned by the wind, the canvas quickly became alight.

At the moment a trick rider, his horse and an acrobat were rehearsing in the circus ring, and they had to rush out as a great sheet of canvas broke into flames above their heads.

The men's first thought was for the safety of the horse. It snorted with fear, and backed away from the entrance. Eventually, they rushed it out, the flames severely scorching its side.

Into Burning Cage.

Togare's action was immediate. He dashed into the cage containing the eight lions, and although they rushed at him, he managed to drive them into an adjoining cage, which was not in so much danger of catching alight.

As Togare was entering the cage a fireman pulled him away, but he shouted, "I must save my lions." The fireman caught him by the neck, but Togare pushed him back and once in the cage, which was full of smoke, managed to pacify the angry animals.

He was only just in time, for the wooden roof of both cages caught alight.

Togare stated later that in his frenzy to save the lions he was seized with a desire to open the cage door, and to liberate them. What the consequences would have been he shuddered to think.

When he saw the flames had caught the roof of the cage, he dashed out and tore the blazing wood away. He received the full force of the water from the firemen's hose and was drenched.

Animals Scorched.

Several of the animals were scorched about the face, and had it not been for Togare's presence of mind in cutting away the guide-ropes to let the canvas fall away from the cage, they would no doubt have died.

Afterwards, Togare, armed with raw eggs and a bottle of olive oil, entered the lions' cage and treated them for burns.

The other animals were got out safely. When one of the elephants was being removed it became excited and knocked over two men who had a narrow escape from being crushed.

An employee of a factory working opposite the show grounds said: "The whole thing happened so quickly that people were paralysed with astonishment. The tent burned to pieces before their eyes, and it was all over in a very short time."

Six engines from various Birmingham stations were called in to cope with the fire, but they could do nothing except play on the smouldering ruins. When the firemen were able to get near the lions' cage they found pieces of horse flesh which would have been given to the animals roasted on the ground.

LOST BY NIGHT ON
DARTMOOR.ADVENTURERS CAUGHT IN
THICK FOG.

Two residents of Newton Abbot had a thrilling, but dismal, experience at the famous Cranmere Pool, on Dartmoor.

They walked across Dartmoor and succeeded in reaching the Pool, which is 1,800 feet above sea level.

Suddenly a thick fog descended on the pair and they decided to make for home. They were unable to find their way and at last returned to the Pool, where they fixed up a temporary shelter for the night.

Relief came in the morning, for the car in which the adventurers had journeyed to the edge of the moor was seen by a moorman. He found the name of the owner inside it and notified the police.

Cranmere Pool has ever possessed extraordinary interest for Devon men. It was formerly regarded as the mother of all the rivers which run through the county. This is not a fact, however.

In reality, Cranmere has ceased to be a pool, but although now little more than a morass it is still a favourite pilgrimage for enterprising visitors who find charm in the rather difficult climb.

THEFT OF JEWELS
IN MAYFAIR.MASKED MEN BIND AND GAG
THREE WOMEN.

DAYLIGHT ROBBERY.

A daylight robbery, in the course of which three women were bound to chairs and gagged by masked thieves, took place in the heart of Mayfair.

Two men posing as electricians, after being admitted to a flat in Park-street, Grosvenor-square, bound and gagged the occupier, Miss Ella King, the house-keeper and her sister. Then, unseen and unheard by the occupants of any of the other flats, they escaped with jewellery, which included two bracelets (one ruby and diamond, the other diamond); a diamond ring; two diamond brooches; a diamond pendant; and a mink coat.

The property stolen is valued at about £1,000.

Miss King occupies the ground floor and basement flat of a house at the north end of Park-street, within 50 yards of Oxford-street. A woman of about 30, she lives there with her housekeeper, Miss Florence Hassell, an elderly woman, whose sister, Mrs. Nellie Bullock, was staying with her and assisting with the household work.

Masked Faces.

Describing the circumstances, Miss Hassell said: "Two men called about 9 o'clock and said they wanted to see the electricity meter. Unsuspectingly, I took them into the basement where the meter is."

"As we went in I saw that they had tied handkerchiefs over the lower part of their faces, evidently to make it difficult for me to identify them afterwards."

"One of them then said to me: 'If you do not keep quiet we shall have to use violence.' In his hand was a long iron bar. I was almost too frightened to speak, but I blurted out, 'Let me speak to my sister; she will be alarmed if she does not hear from me.'"

"They asked me where she was, and I said 'upstairs.' Then the men sat me in a chair and one of them said, 'We do not want to hurt you, but we must keep you quiet.'"

"They took straps from their pockets, tore up a table-cloth and tied me to the chair and put part of the table-cloth over my face so that I could not make a sound."

Sister Fetched Down.

"Immediately afterwards they went upstairs and returned with my sister, whom they also tied to a chair and gagged."

"The men then went to Miss King's bedroom, and tied her to a chair and gagged her."

"As she sat helpless they opened her dressing table drawers and her wardrobe and took every valuable they could find."

"I think they must have loosened one of the straps that bound me just before they left, because soon afterwards I was able to free myself, and my sister and Miss King."

HAPPY VALLEY GOLF.

EASY WIN FOR KOWLOON
PLAYERS.

Teams representing Happy Valley and the Kowloon Golf Club met in an interesting match at Happy Valley yesterday, the latter securing an easy win, being 3½ points up on the singles and 7½ on the foursomes. Details:

SINGLES	
Happy Valley	Kowloon G.C.
A. O. Brown	Dr. Cogan
P. Morrison	D. C. Wilson
R. A. Campbell	J. D. Thomson
W. H. Edmonds	J. MacKintosh
E. Hanlon	G. H. Russell
G. McLeod (Capt.)	T. Falk
A. E. Clark	W. S. Hillier
A. E. Charnan	T. J. Price
A. Macfarlane	A. Eastman
A. Brookbank	A. A. Bond
S. A. Greary	M. Munday
J. H. Gelling	

FOURSOMES.	
A. O. Brown and P. Morrison	Dr. Cogan and D. C. Wilson
R. A. Campbell and W. H. Edmonds	J. D. Thomson and J. MacKintosh
E. Hanlon and G. McLeod	G. H. Russell and T. Falk
A. E. Clark and A. E. Charnan	W. S. Hillier and T. J. Price
A. Macfarlane and A. Brookbank	A. Eastman and A. A. Bond
S. A. Greary and J. H. Gelling	M. Munday

London's water is to cost more. The Metropolitan Water Board at its meeting agreed to a recommendation that there should be an increase in the water charges. This increase will amount to ¼ per cent. per annum of the net annual value of the building to which the water is supplied, and ¼d. per 1,000 gallons at each point of the scale when water is supplied by meter.

CONVICTS FREED BY
A GIRL.EXPLOITS OF A GOALER'S
PRETTY DAUGHTER.

How the pretty young daughter of the chief warden of the Macon Prison not only made love to prisoners and helped them to escape, but prepared plans for their next exploits, was told to the Dijon Appeal Court.

Marie Louise Barraud, who is not yet 17, had long been in the habit of going into the prison, visiting prisoners in their cells.

On two occasions, at night, she managed to open the outer doors of the prison to young criminals who had become her sweethearts. About a year ago, a youth of 19, named Paul Oddes, during a term of imprisonment for complicity in a white slave traffic scheme, asked Marie Louise to help him to escape.

Elopement Plan.

He suggested taking her away with him.

Marie Louise gladly accepted, but as neither of them had any money, she told him of a farm in the neighbourhood where a farmer always kept a "fair sum" at home.

Paul Oddes escaped. Following the plans drawn up by Marie Louise, he visited the farm and secured several thousand francs.

The fugitive was caught a few weeks later when his prison sweetheart was about to leave her home to join him.

Oddes told the police the whole story of his escape, and Marie Louise was arrested.

He was sentenced to a year's imprisonment, and the girl was acquitted.

The Public Prosecutor appealed against this decision of the court. Now the Appeal Court, as well as giving Oddes an additional month in prison, has sent Marie Louise to gaol for four months.

\$5.5 'PHONE TALK TO
A GIRL.MAN WHO DID NOT PUT
IN PENNIES.

Can a postal official who rings up a telephone exchange girl without prepayment be guilty of a felony?

This question was raised in a novel prosecution before Mr. Graham Campbell at Bow-street.

George William Nash, a Post Office linesman, of Elphinstone-road, Walthamstow, was summoned for

"fraudulently causing to be consumed electricity as the result of a telephone call."

It was stated that in consequence of complaints a trap was laid, and Nash was caught in a public call-box.

Kept in Conversation.

One of the girls had purposely kept him in conversation to delay his departure. He had not paid for the call.

Mr. Head, defending, contended that there had been no felonious intention, which was the essence of the offence. Nash in the first place rang up the exchange to inquire the time, as he was entitled to do.

He was not asked to pay for the call, or he would have done so. The value of the electricity consumed was infinitesimal.

The magistrate held that the case was proved, and imposed a fine of £2 2s., with £3 3s. costs.

The Very Idea!

"A friend of mine in Rangoon, a very constant supporter of the Turf," writes "Nemo" in a London paper, "was asked by his wife one morning if there was a horse with the Burmese name for 'Little Brother' running in the local races that afternoon. On looking through his race card he found that there was such a horse, whereupon his wife urged him to back it for a good round sum, as she had dreamt the previous night that she was at the races and had seen a horse of that name win a race."

"My friend was much impressed, as his wife was not given to dreaming, and, moreover, took no interest in racing. On mentioning his intention to some of his friends on the course he was so ridiculed, the animal being a rank outsider, that he changed his mind. The odds against the horse were something like 100 to 1, and, needless to say, it romped home. It took my friend a long while to make up his mind to go home that evening."

Romantic Soul—"I do wish I could find a place where I would be cut off from the whole world." Friend—"Try a telephone booth."

Pat obtained leave from work to attend a wedding. He returned with two black eyes, and a rather battered appearance. The foreman asked him what had happened.

"When I got there," said Pat, "I saw a fellow dressed up to the nines, strutting about as proud as a peacock. 'An who are you?' says he. 'I'm the best man,' says he. And, begorra, he was, too!"

The minister called at the Jones's home one Sunday afternoon, and little Willie answered the bell.

"Pa ain't home," he announced. "He went over to the golf club."

The minister's brow darkened, and Willie hastened to explain: "Oh, he ain't gone to play golf. Not on Sunday. He just went over for a few drinks and a game of bridge."

Sandy—"Ye promised me a sixpence, dad, if I was top of the class, an' I've been top boy for two weeks rippin'."

Sandy's Father (reluctantly)—"A weel, here's a shilling for ye, but ye maun gie up studyin' sae hard, as it's no guid fur ye."

THE RETURN OF
EUNICE.

(Continued from Page 6.)

what he had been doing, frightened him almost to death.

He would have taken the manuscript over to the office but he was still more afraid that his Chinese clerk, who read English, and spoke it better than many Englishmen, would come across it. The thought preyed upon his mind and one day when he was in a bad temper he decided to rid himself of what had become a nuisance. He knew he would never finish the story while his wife was with him, and he would not be able to afford to send her home for years.

So he tore the manuscript into pieces and burnt it.

(To be continued next Saturday.)



"Wonderful, Louie! That's the finest thing you've done since the 'Spirit of Pyrotechnics' you did for the firemen's dinner."

TO-DAY'S WANTS.

25 WORDS\$1.00,
(\$1.50 If Not Prepaid.)

The following replies have been received:—

544, 545, 547, 550, 556, 566, 593, 595, 598, 618, 634, 638, 639, 642, 650, 659, 662.

SITUATIONS VACANT.

WANTED.—Experienced TYPIST with French knowledge required at once. Apply, Messageries Maritimes, Co., 3, Queen's Building.

POSITION VACANT.—A vacancy will occur on the 1st May for a lady Steno-typist for correspondence and filing duties. Apply in writing to Box No. 659, "Hongkong Telegraph."

WANTED.

SADDLE WANTED.—Light saddle and bridle (snaffle bit) British make for small China pony. Write Coates, c/o B. A. T. Co. Yunnanfu.

WANTED.—Wanted to rent long period, large garage near Magazine Gap. Write Box No. 660, "Hongkong Telegraph."

Furnished FLAT wanted from 1st June, 3 or 4 rooms, flush system, Kowloon. Particulars to Box No. 662, "Hongkong Telegraph."

MATCHED WANTED.—At Repulse Bay for the coming season. Please write Box No. 648, "Hongkong Telegraph."

FOR SALE.

FOR SALE.—AUSTIN SEVEN, 1929 model, in good mechanical condition. Price \$900.000 or near offer. Write Box No. 665 care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Two Six Roomed European HOUSES, Electric light, Flush system, gas, use of Garage and Tennis court. Rent arrangement, about \$200 to \$250 depending on whether furnished and which house is taken. Apply Dr. E. M. Heanley, Mount Davis Gap.

TO LET.—Tregunter Mansions, May Road; furnished FLAT, 4 rooms, 2 bathrooms, splendid view of Harbour to let from 1st May, for 6 to 7 months. Box No. 658, "Hongkong Telegraph."

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same building.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong 'td.

TINY STONES FOR A
CATHEDRAL.MAN'S LIFE WORK WITH
A MOSAIC PANEL.

A man who expects to spend the remainder of his life handling millions of tiny coloured stones has just started work on a big mosaic panel in Westminster Cathedral.

He is Mr. Thomas Josey, one of the very few mosaic artists in England. He has been engaged by the Cathedral authorities to cover the walls of four confessional recesses and the Lady Chapel with mosaic pictures.

Perched on a trestle in the Cathedral he told a Press representative that the work will probably outlast him.

Ever since he was 20—he is now 58—when he started working on the beautiful mosaic artistry in St. Paul's, he has been passionately fond of his art.

Now, with his brother, he is reputed to be among the cleverest craftsmen of his kind in the world.

"It is amazingly interesting work," he said. "I work these pictures with literally thousands of differently shaded pieces of stones."

Each piece measuring about three eighths of an inch square, has to be fitted into the picture separately.

"It takes over 500 pieces—we call them tesserae—to each square foot of work."

The last mosaic in the Cathedral was done in 1914, but it has now been decided that work shall continue until every possible part has been covered.

The material comes from Venice, and at present active-work is held up for lack of supplies. Mr. Josey, meanwhile, is preparing the walls, and seeing that the transfer from which he works are in orders.

A guild will probably be formed at Westminster, by which young people will be initiated into the mysteries of the art, so that they can carry on the decorated work in years to come.

Walter Gooding, a middle-aged carter, was kicked to death at Wolverhampton by a mare in whose hoofs he was fixing frost studs.

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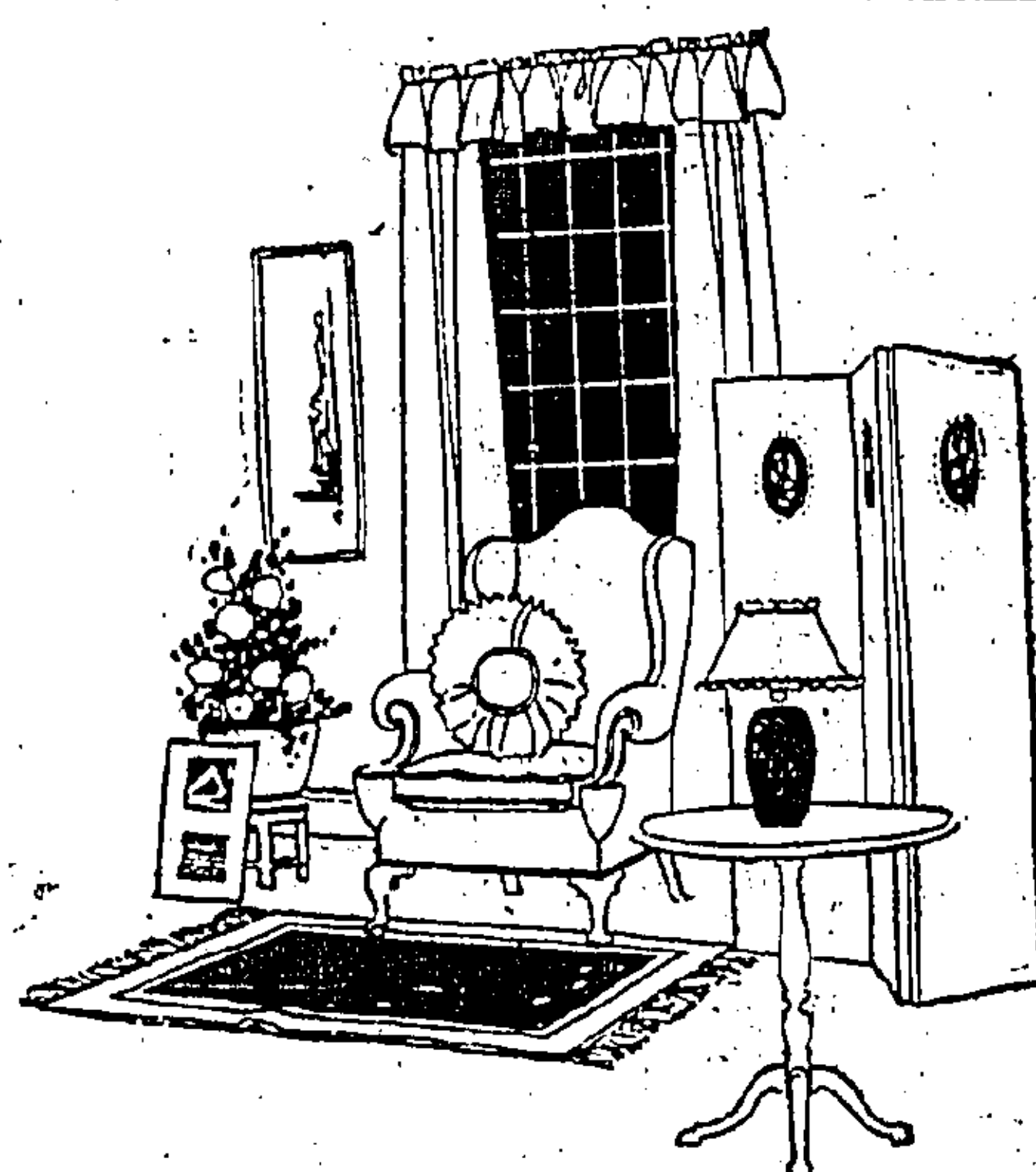
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With Long Sleeves and full Length Trousers \$7.50 per suit.

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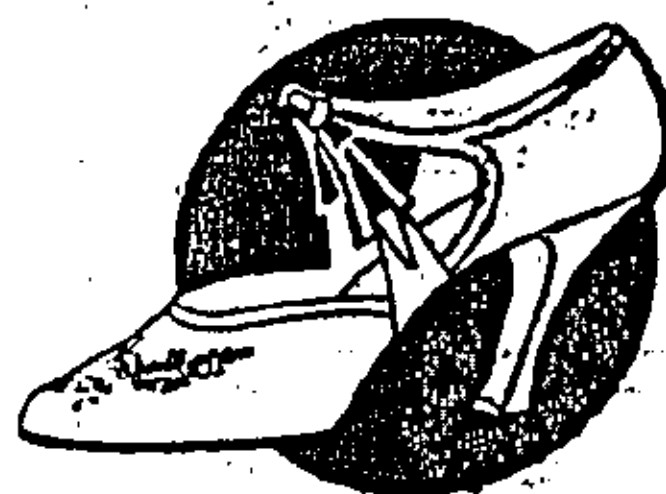
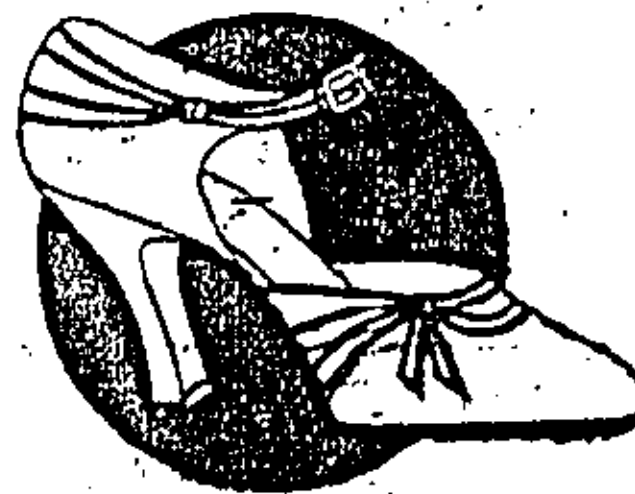
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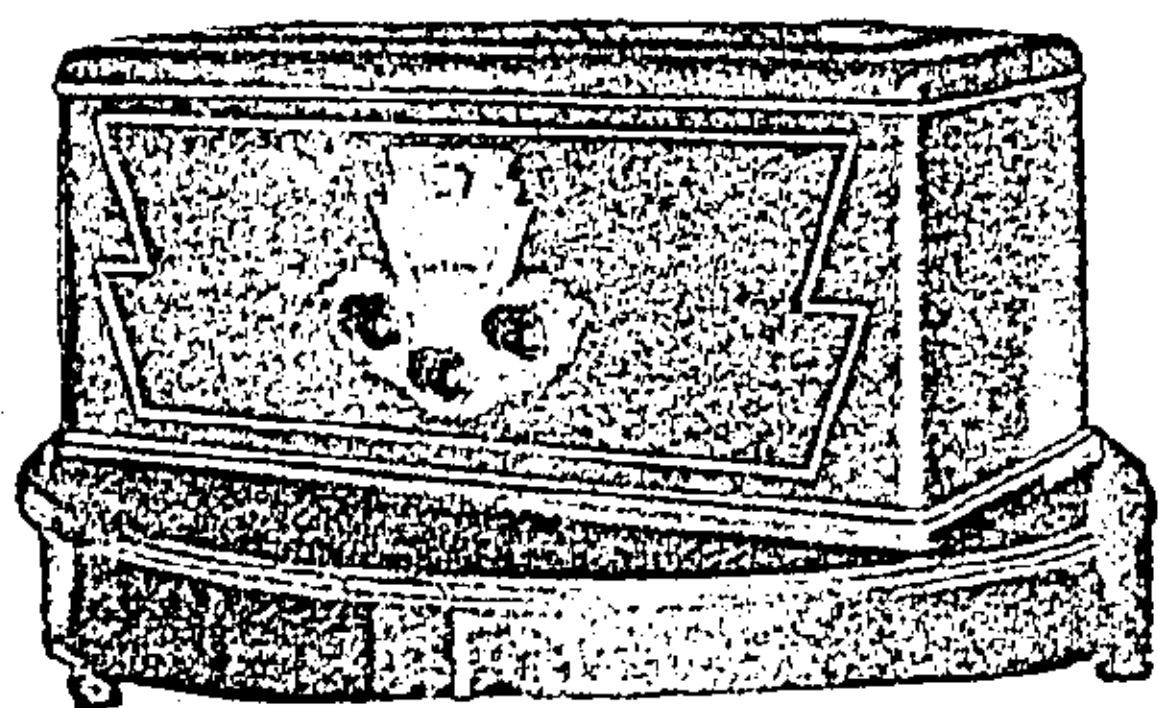
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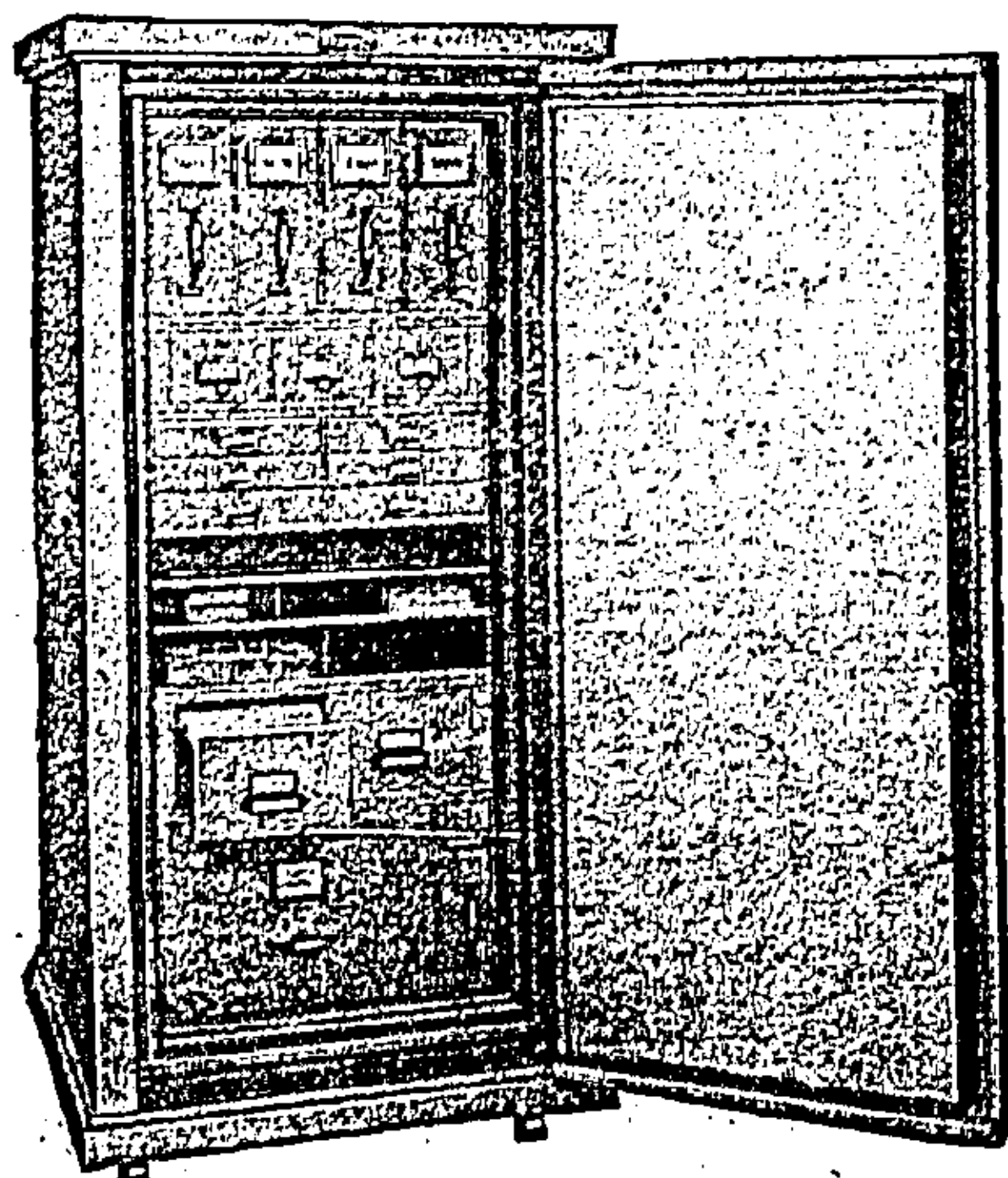
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FANLING GOLF.

STARTING TIMES FOR THE HOLIDAYS.

The following starting times for the old course at Fanling have been drawn for the holidays. It will interest golfers to know that the Kowloon-Canton railway are running a motor coach on Sunday and Monday leaving Kowloon for Sheung Shui at 8.59.

Saturday.

9.16 a.m.—A. Ritchie and R. Young.
9.20 a.m.—E. Des Voeux and T. C. Monaghan.
9.24 a.m.—L. Yates and J. Coulthart.
9.28 a.m.—A. E. Lissaman and N. Littlejohn.
9.32 a.m.—J. Lorrimer and S. S. Perry.
9.36 a.m.—O. D. Brown and W. D. Harris.
9.40 a.m.—I. H. Geare and J. F. Pilcher.
9.44 a.m.—A. H. Ferguson and G. E. Costello.
9.48 a.m.—M. G. Mills and S. J. H. Fox.
9.52 a.m.—R. P. Moodie and H. V. Parker.
9.56 a.m.—H. C. Shrubsole and H. A. Lammert.
10.00 a.m.—R. A. Stuart and P. S. Cassidy.
10.04 a.m.—J. N. Grant and D. Ellis.
10.08 a.m.—D. M. Macdougall and F. A. Redmond.
10.12 a.m.—A. C. I. Bowker and A. T. Lay.
10.16 a.m.—C. H. Bradley and W. M. Thomson.
10.20 a.m.—C. W. Jeffries and L. J. Blackburn.
10.24 a.m.—N. Croucher and J. S. MacLaren.
10.28 a.m.—S. C. Feltham and C. J. Waddell.
10.32 a.m.—P. Morrison and J. S. Drummond.

Sunday.

9.16 a.m.—A. B. Purves and E. Des Voeux.
9.20 a.m.—E. N. Monie and E. Stone.
9.24 a.m.—J. Macknight and T. C. Monaghan.
9.28 a.m.—A. D. Humphreys and O. Eager.
9.32 a.m.—A. Leach and H. U. Ireland.
9.36 a.m.—F. A. Redmond and J. F. Pilcher.
9.40 a.m.—M. G. Mills and J. R. Collis.
9.44 a.m.—N. K. Littlejohn and J. G. Campbell.
9.48 a.m.—W. C. Shields and Comdr. Priestley.
9.52 a.m.—R. Young and E. D. Lawrence.
9.56 a.m.—A. H. Musson and E. D. Matthews.
10.00 a.m.—D. M. Macdougall and F. J. R. Mitchell.
10.04 a.m.—D. Forbes and D. J. Gilmore.
10.08 a.m.—H. A. Mills and P. Lobel.
10.12 a.m.—W. M. Thomson and J. S. MacLaren.
10.16 a.m.—A. Sommerfelt and T. Low.
10.20 a.m.—P. S. Grant and J. B. Lanyon.
10.24 a.m.—G. W. Garrett and H. Graves.
10.28 a.m.—H. M. McTavish and K. S. Robertson.
10.32 a.m.—A. F. Judd and J. H. Ashworth.
10.36 a.m.—W. A. Butterfield and D. G. McAvoy.
10.40 a.m.—A. C. I. Bowker and R. P. Moodie.
10.44 a.m.—G. E. Ellams and J. Coulthart.
10.48 a.m.—A. Ritchie and H. C. Shrubsole.
10.52 a.m.—D. J. Keogh and R. J. Cherrill.
10.56 a.m.—H. Spicer and J. Thayer.
11.00 a.m.—J. W. Franks and F. J. de Rome.
11.04 a.m.—W. J. S. Key and D. S. Edward.
11.08 a.m.—J. Harrop and M. N. Cochrane.
11.12 a.m.—I. H. Geare and G. E. Costello.
11.16 a.m.—J. Ralston and S. S. Perry.
11.20 a.m.—W. J. Clerk and S. J. H. Fox.
11.24 a.m.—S. T. Butlin and O. D. Brown.
11.28 a.m.—C. H. Bradley and D. Ellis.

Monday.

9.04 a.m.—W. S. Hillier and W. Paterson.
9.08 a.m.—F. C. Barry and I. B. Trevor.
9.16 a.m.—C. E. Moore and C. J. Waddell.
9.20 a.m.—A. H. Ferguson and L. R. Andrewes.
9.24 a.m.—E. Stone and J. P. Sherry.
9.28 a.m.—D. J. Keogh and S. C. Feltham.
9.32 a.m.—Capt. Bloxham and L. G. S. Dodwell.
9.36 a.m.—H. R. Sturt and W. A. Butterfield.
9.40 a.m.—A. D. Humphreys and H. A. Lammert.
9.44 a.m.—W. F. K. Telfer and J. B. Lanyon.
9.48 a.m.—W. N. Fleming and D. S. Robb.
9.52 a.m.—N. Currie and E. M. Bryden.
9.56 a.m.—H. C. Shrubsole and G. Castle.
10.00 a.m.—W. G. Lorimer and M. N. Cochrane.
10.04 a.m.—T. Low and D. Black.
10.08 a.m.—G. W. Garrett and P. S. Cassidy.
10.12 a.m.—I. H. Geare and A. E. Lissaman.
10.16 a.m.—M. G. Mills and S. J. H. Fox.
10.20 a.m.—A. G. Coppin and A. D. Coppin.
10.24 a.m.—P. Morrison and K. S. Robertson.
10.28 a.m.—M. G. Marriott and A. B. Raworth.
10.32 a.m.—W. C. Shields and Comdr. Priestley.

QUEER COLLECTIONS OF ARTICLES.

MAN WHO HAD THOUSANDS OF MATCHBOXES.

The man who was reported the other day to have collected over 40,000 railway tickets, all different, is not the only collector with a strange hobby.

There is even a Match Label Exchange, the hon. secretary of which states that many collectors have from 5,000 to 10,000 examples. A Brighton collector boasts over 15,000 specimens.

The late Mr. D. Wetherfield collected over 220 grandfather and other clocks, which, at his death, were sold for £30,000, a sum that showed a big profit on the original outlay.

The collection of the late Mr. C. H. T. Hawkins, of Portland-place, has already realised nearly a quarter of a million pounds, and many objects are still unsold.

During the last 25 years of his life he never spent less than £10,000 a year on his hobby and gathered together over 1,000 jewelled snuff boxes, 800 miniatures and wonderful porcelain pictures and books. As a side line he collected over 800 unset diamonds and other precious stones, which at the sale realised over £20,000.

Peer's Bad Bargains.

A less successful collector of jewellery was the eccentric Marquis of Anglesey, whose collection realised over £100,000 in 1904. He was a most reckless buyer. A pair of sapphire sleeve links, for instance, which made £1,330 at the sale, cost him ten times that sum.

A well-known society woman collects earrings, and already possesses 200 pairs. One pair is in the shape of golden rats which hang by their tails.

A few years ago a man admitted in the Bankruptcy Court that nearly the whole of his large fortune had been spent in forming a collection of butterflies and moths.

When a horse drawing a milkcart, taking fright at a piece of paper, bolted in Cobbold-road, Shepherd's Bush, Police-constable Warren seized the reins, but was thrown to the ground. He then sprang on a motor-car, overtook the horse, grabbed it by the ears, and forced it to the side of the road, where it quieted down. A cyclist was knocked over, and several people had narrow escapes.

10.36 a.m.—D. Forbes and R. Young.
10.40 a.m.—A. C. I. Bowker and W. Wright.
10.44 a.m.—Capt. Davison and E. Des Voeux.
10.48 a.m.—O. D. Brown and V. J. Atkins.
10.52 a.m.—F. Black and F. R. Burch.
10.56 a.m.—C. H. Bradley and N. K. Littlejohn.
11.00 a.m.—K. S. Morrison and E. D. Lawrence.
11.04 a.m.—E. N. Monie and S. S. Perry.
11.08 a.m.—V. V. Gleeson and J. S. Drummond.

GHOST IN SILK AT OLD CASTLE.

WOMAN WHO RUSTLES PAST AND IS GONE.

A woman in a silk dress is said to haunt the ancient castle of Hartshill, near Nuneaton, and many local people are afraid to approach the place after dark.

The castle, built in 1135, is owned by Mr. J. Moore, whose family inherited it 200 years ago. It is now disused, and the grounds are cultivated as a small holding.

"I have seen the lady with the silk dress hundreds of times," Mr. Moore told a *Daily Chronicle* representative.

"She makes a sound like the rustling of leaves. Several members of our family, and people in the village, have also seen her. When my brother was a lad of 18 he saw her in broad daylight."

"My father went to the Bishop, who told him to say, 'In the name of the Father, the Son, and the Holy Ghost, what troublest thou?' But he never had a chance. You hear the rustle, she brushes close by, and is gone."

A white thing without legs, about three feet high, is also said to have been seen moving along the top of the garden wall. Mysterious noises have been heard of people walking up and down the stairs, and in and out of the rooms.

Mr. A. Moore, a nephew of Mr. J. Moore, states that he had seen the big oaken doors of the castle fly open, and then shut again, although securely bolted.

Mrs. Moore, his mother, states that she has heard the rustling of a silk dress on the stairs, but has never seen anything.

THE FATEST FLIER CRASHES.

LIEUTENANT ATCHERLEY IN PLANE SMASH.

Flight-Lieut. Atcherley, the Schneider Trophy pilot, had a wonderful escape when flying at Farnborough (Hants).

He had flown from Kenley aerodrome with Sergeant Martin an R.A.F. mechanic, and tried to land on Farnborough Common, the recognised landing ground for all Royal Air Force pilots.

Conditions for a successful landing were in every sense favourable but when the plane was nearing earth it turned, a complete somersault and crashed upside down.

Lieutenant Atcherley was extricated and was found to have escaped with superficial facial injuries.

Sergeant Martin was not so fortunate and was taken to hospital in an ambulance, but his condition is not considered dangerous.

The plane was wrecked. In the race for the Schneider Trophy at Calshot last September Lieut. Atcherley created a world record for the 100 kilometres closed circuit at an average speed of 330.44 m.p.h., beating Wagner's record of 330.32 m.p.h. He was disqualified because he failed to pass round one of the mark pylons.

GIRL'S FATE IN FIRE DRAMA.

TELEPHONE CALL FROM A FLAT.

A few seconds before she was fatally burnt in a fire in a top-floor flat in Edgware-road, W., while a helpless crowd looked on, a girl telephoned for assistance.

In the flat, over premises occupied by Messrs. Cunningham, electricians, lived Norah Stevenson, aged 15, and her mother.

Shortly before 9 p.m. Mr. Cunningham and his daughter, Miss Margaret Cunningham, went to the shop to collect some letters. The telephone bell rang and Miss Cunningham heard Norah Stevenson saying, "It is getting very hot up here; I think there must be a fire. Will you send a man up?"

Mr. Cunningham dashed up the staircase, but found his way to the flat barred by flames and smoke, through which he vainly tried to fight his way.

The fire brigade was summoned, while a crowd gathered, attracted by the screaming girl at a top window.

When the firemen forced their way into the burning flat, they found the girl on the floor suffering from severe burns, from which she died shortly afterwards.

Panic-stricken by the spread of the fire, she had apparently rushed from the window and tried to force her way through the doorway, when her clothing caught fire.

Before going out her mother had given her some money to go to a cinema.

UNLIMITED DESIGNS FOR ARTISTS.

WEALTH OF SUGGESTION IN TINY SEA PLANTS.

Eight thousand different species of diatoms—tiny, single-celled plants so small that 200 would hardly cover a pin's head—have now been identified, reports Dr. Albert Mann, of the Carnegie Institution, Washington.

They are composed of transparent crystal and vary in design from a spider's web, or a honey-combed disc, to a curious gridiron pattern.

According to the Institution bulletin they multiply so rapidly that in the English Channel off Plymouth the annual yield of diatoms in the water-layers beneath one acre of surface amounts to five and a half tons.

Dr. Mann has been studying these minute plants through the microscope for nearly 50 years. They build for themselves the most marvellously designed "houses."

He illustrated the value of the artistry of these plants to architects and artists at a recent exhibition of specimens at the Institution.

He suggests that they should be studied more from the artistic point of view, as they offer a wealth of suggestion practically limitless in designing.

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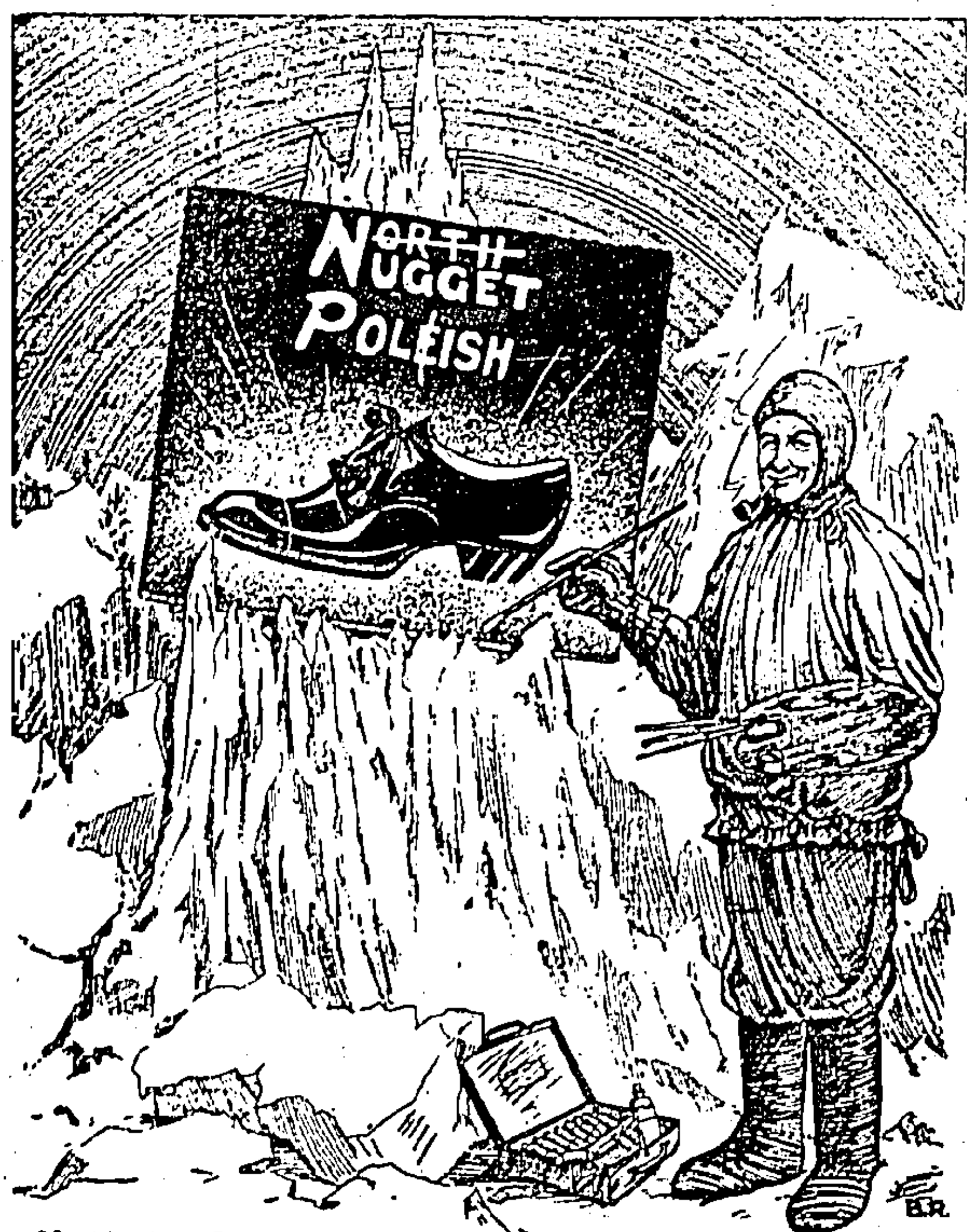
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HOW THE GERMANS KNEW OUR SECRETS.

THE TRENCH TRAP.

How the Grand Duke of Mecklenburg-Strelitz posed as a British flying officer in order to get information from British airmen captured by the Germans is one of many fascinating secrets of the war revealed by Mr. Ferdinand Tuohy in "The Battle of Brains," published by Heinemann (price 7s. 6d.).

Mr. Tuohy was a member of the Intelligence Branch of the British Army during the war. He is a well-known journalist.

The Grand Duke, Mr. Tuohy points out, "was obviously all cut out for the job in hand on account of his English Public School and University education."

The Hour and—Strelitz.

In 1917 when the air war "broke dizzily" on the British front there was "a rare chance for Strelitz."

Two R.A.F. officers are brought down in the German lines. They are hospitably entertained by German air officers. Presently "a third—a shot-down British officer with pilot's wings and Military Cross—is introduced to the captives. It is Strelitz."

"And for the balance of the port-drinking evening the three captives are left to themselves, to their own gossip—Strelitz in undertones directing the conversation hither and thither, in impeccable English, while displaying the most intimate first-hand knowledge of the R.A.F. and all its works."

"Not till very near the end were we to know, through an escaped prisoner, of this serious 'air pigeon' business. Then 'Strelitz' became a byword; and R.A.F. officers were warned against talking to anyone, even in khaki, if captured."

Why "Pushes" Were Futile.

Ingenious means by which the British and German Intelligence Services detected the movements of each other's armies are also revealed by Mr. Tuohy.

The Germans had a listening set in their trenches called Moritz. After they had retired to the Hindenburg line from the Somme in February 1917 a German Intelligence summary found by the British showed how the enemy had been able to identify not less than 70 per cent. of all British units thus going into the line, immediately and unmistakably, by means of Moritz.

Moritz and "the excellent German listening personnel" had heard the "wealth of rich British and overseas accents which were (literally) calling day and night to be overheard—Taffie, Haggis, Erse, Aussie, Canuck, Zomerset, Aye-by-Goom, not to mention Cockney"—and had deciphered the variations of accent in terms of divisions and brigades.

"It was in no small measure due to this sorry listening set circumstance that the Germans were able to block so effectively and tragically each fresh move of Sir Douglas Haig."

"Our lines remained an open book to them; they knew what was coming every time."

NEW SEX WAR IN SCHOOLS.

SHOULD WOMEN BE GIVEN HEADSHIPS?

Controversy is raging between men and women teachers in the elementary schools in Birmingham, where 3,000 women are employed to 1,000 men.

The men fear that under the re-grading scheme they will be forced to work under women who have been promoted to headships. They say that they would lose prestige both as men and disciplinarians, inside and outside school.

Unless things are altered so that men are appointed to the headships of mixed schools, they declare that the male teacher will be forced out of the primary schools.

The consensus of opinion among the women teachers is that the best qualified teacher, whether man or woman, should have the headship.

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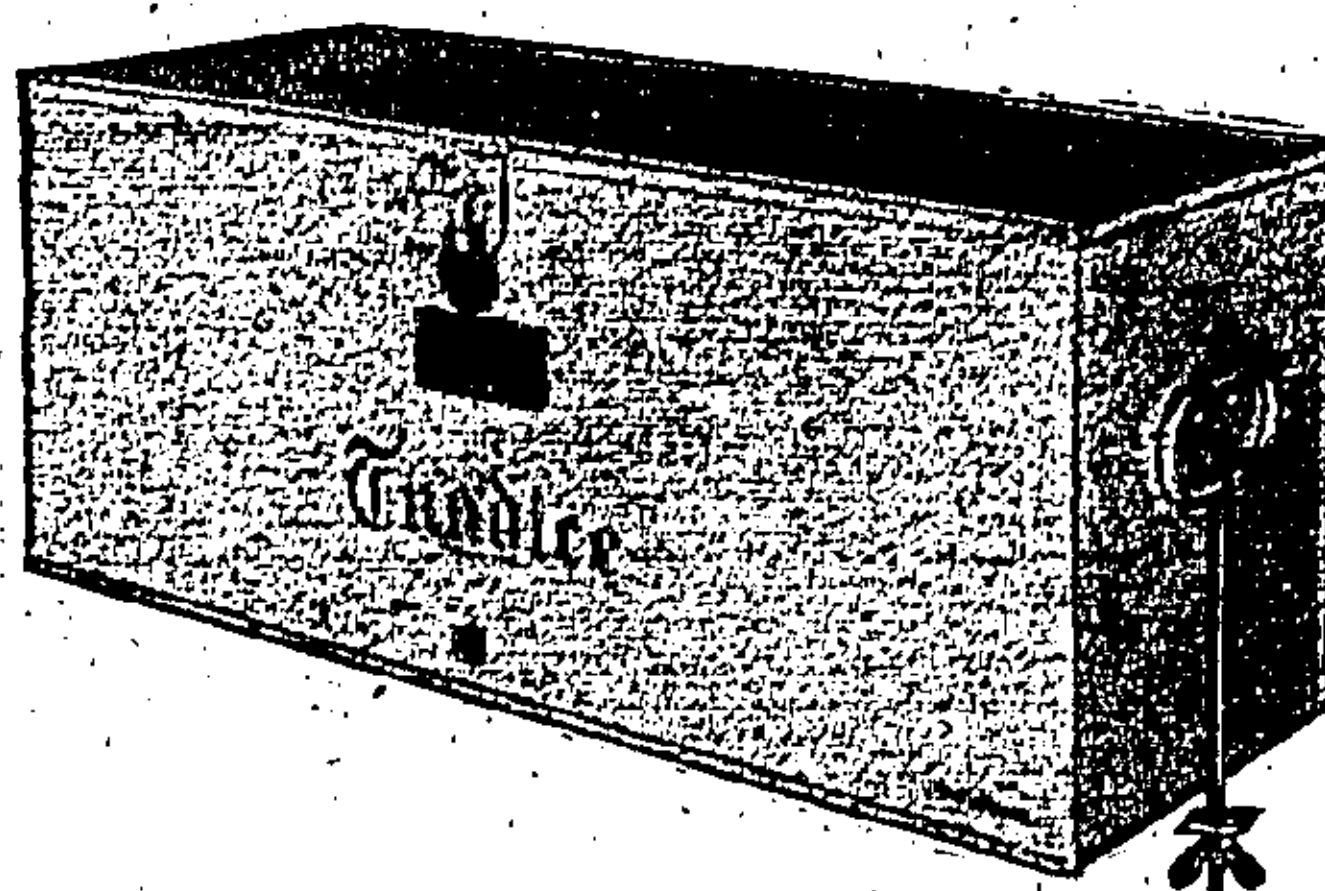
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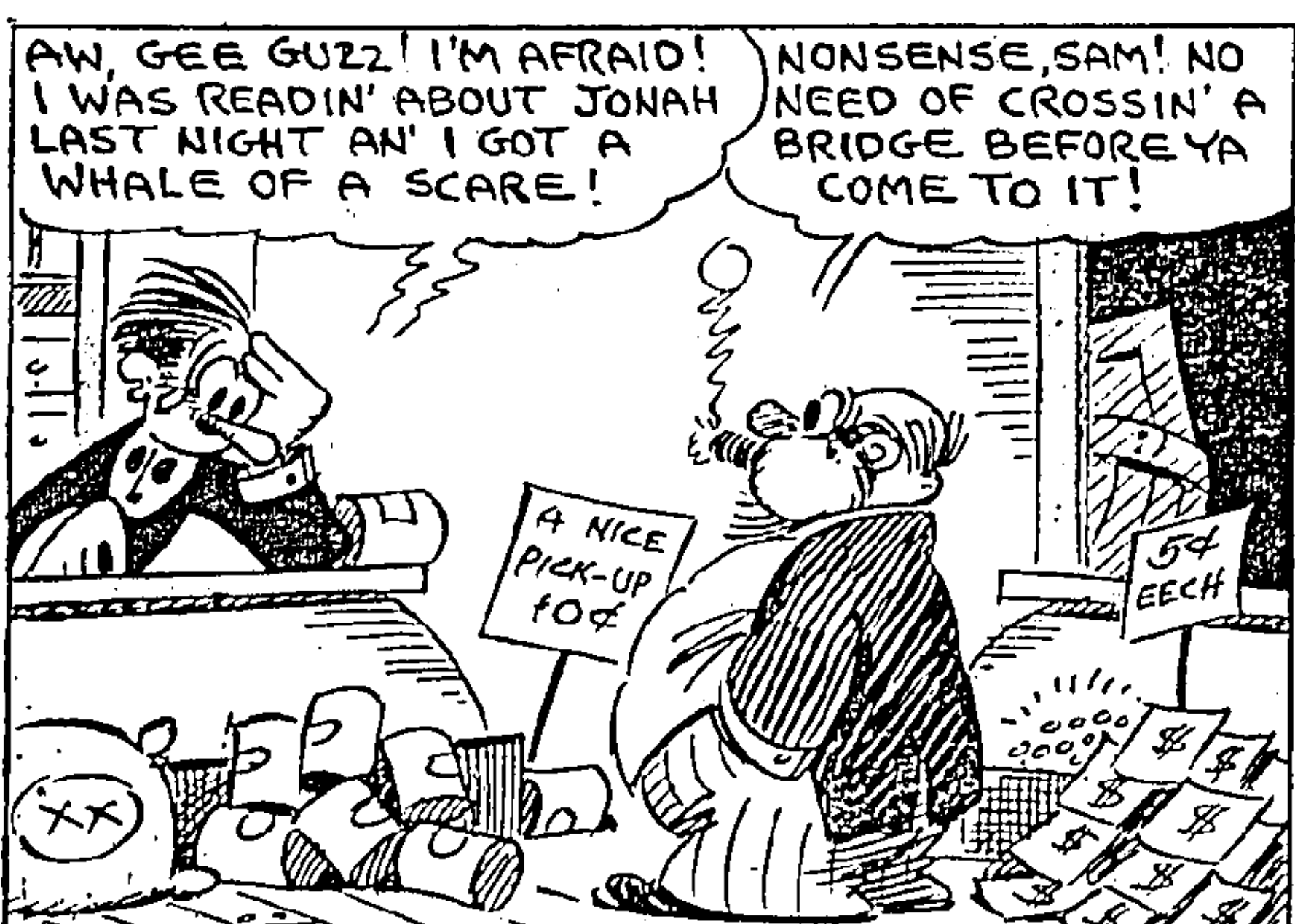
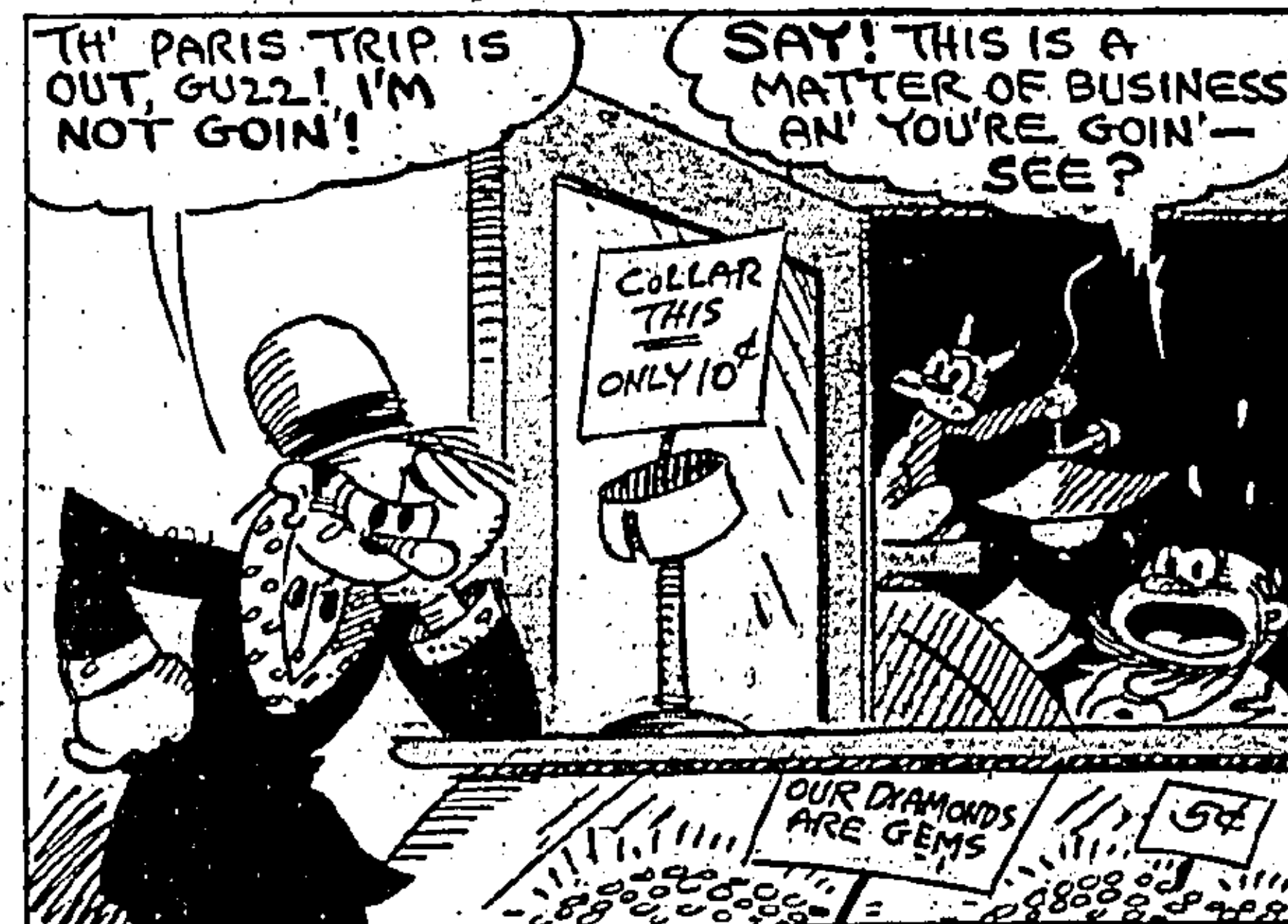
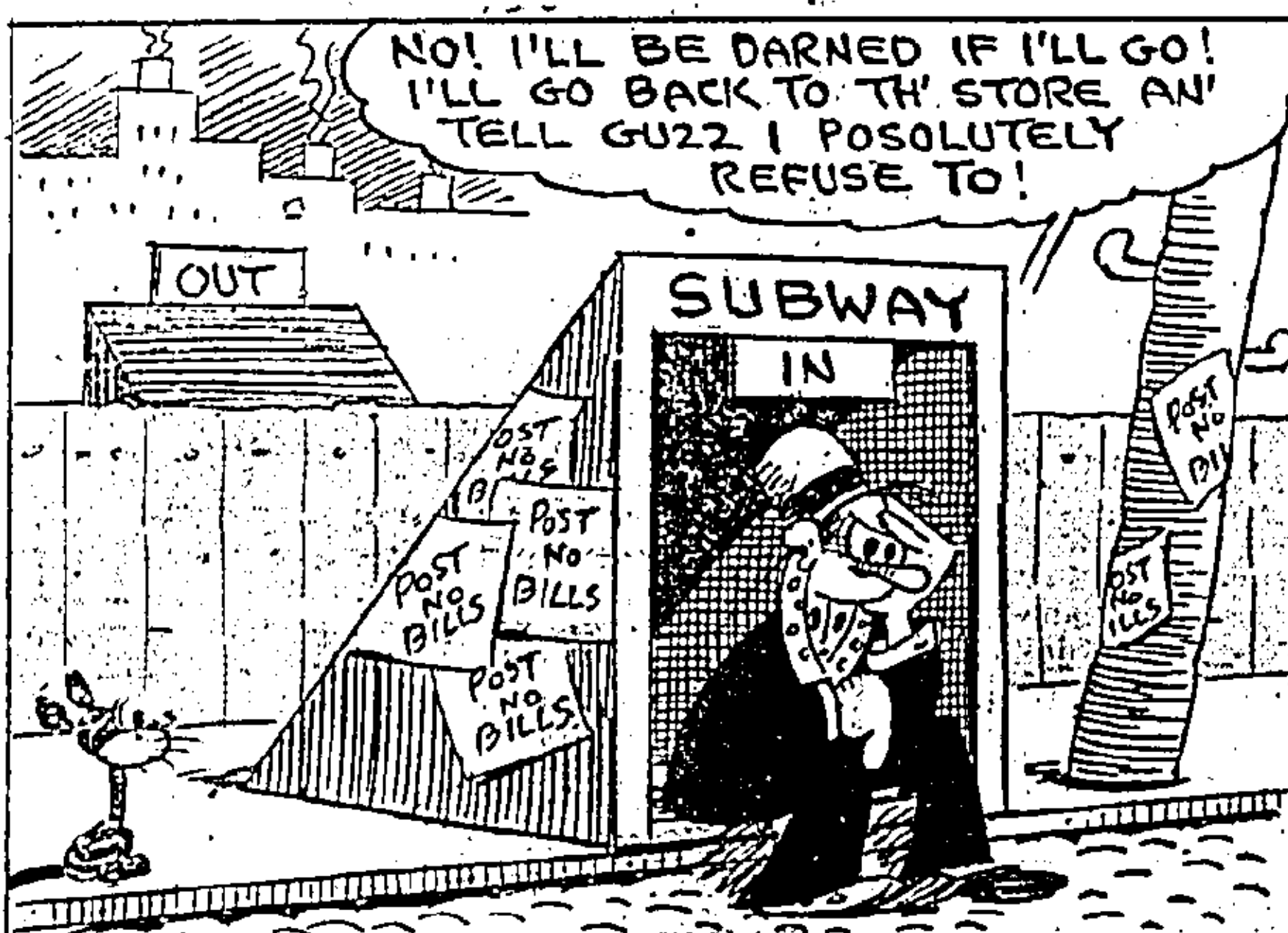
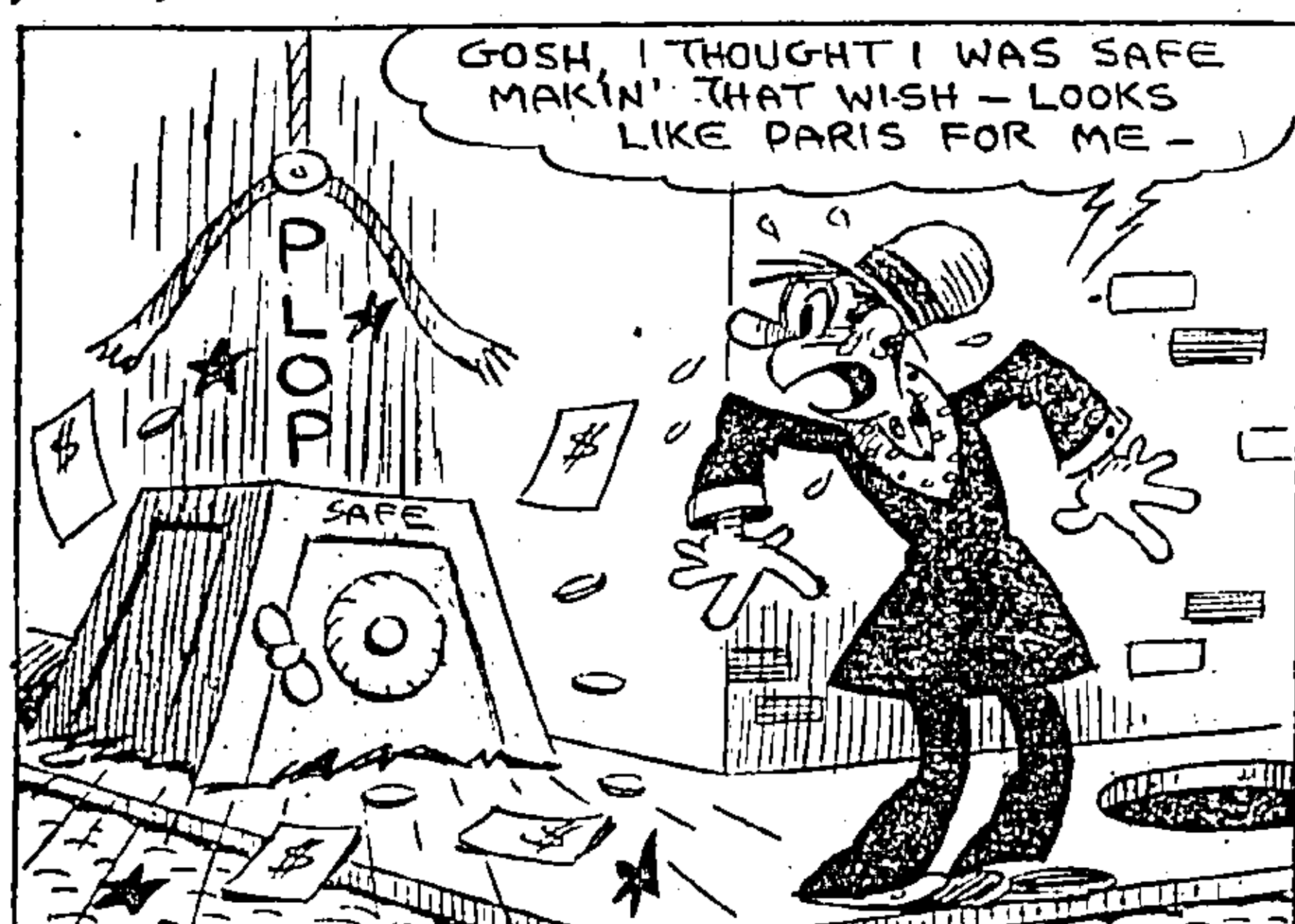
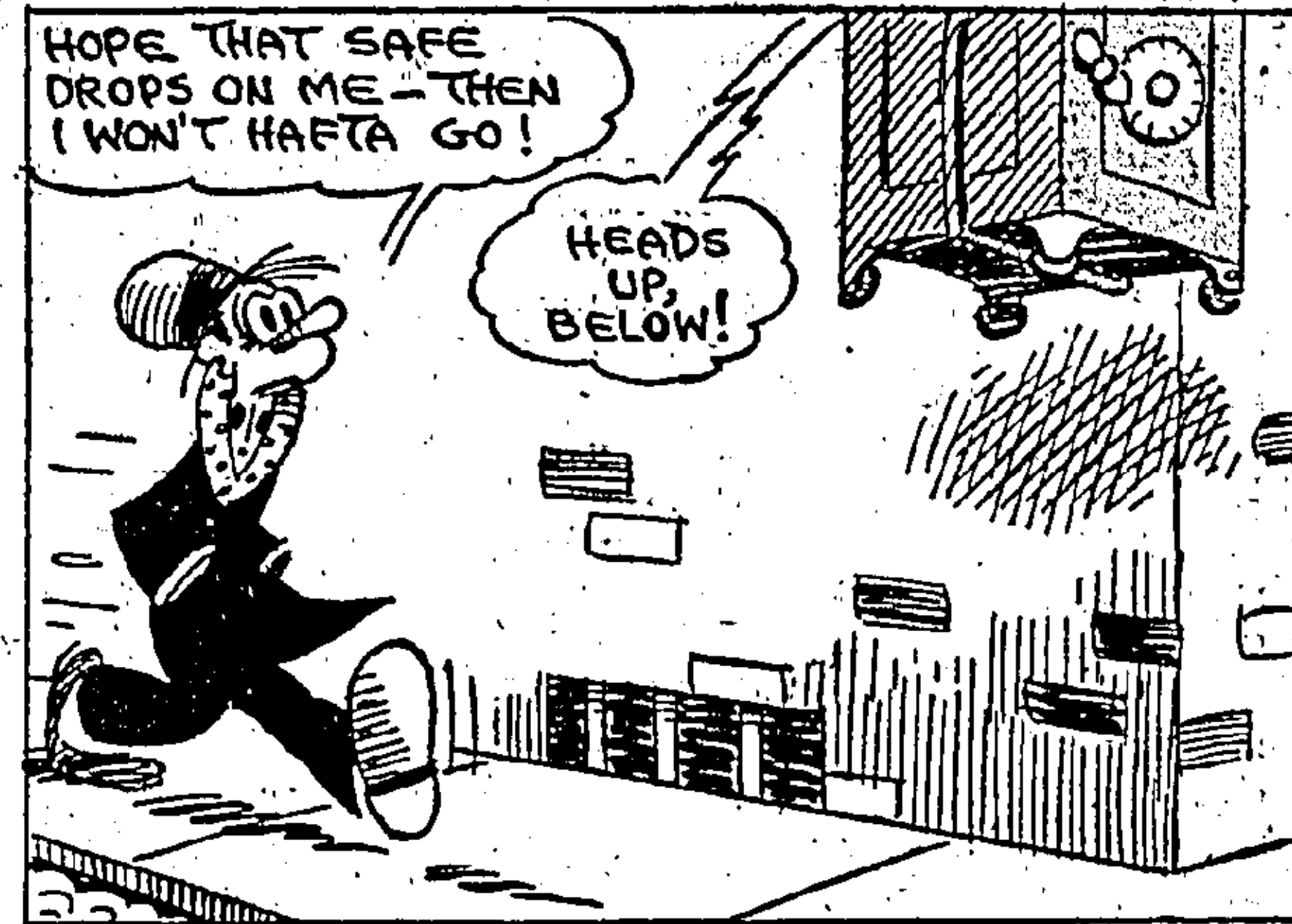
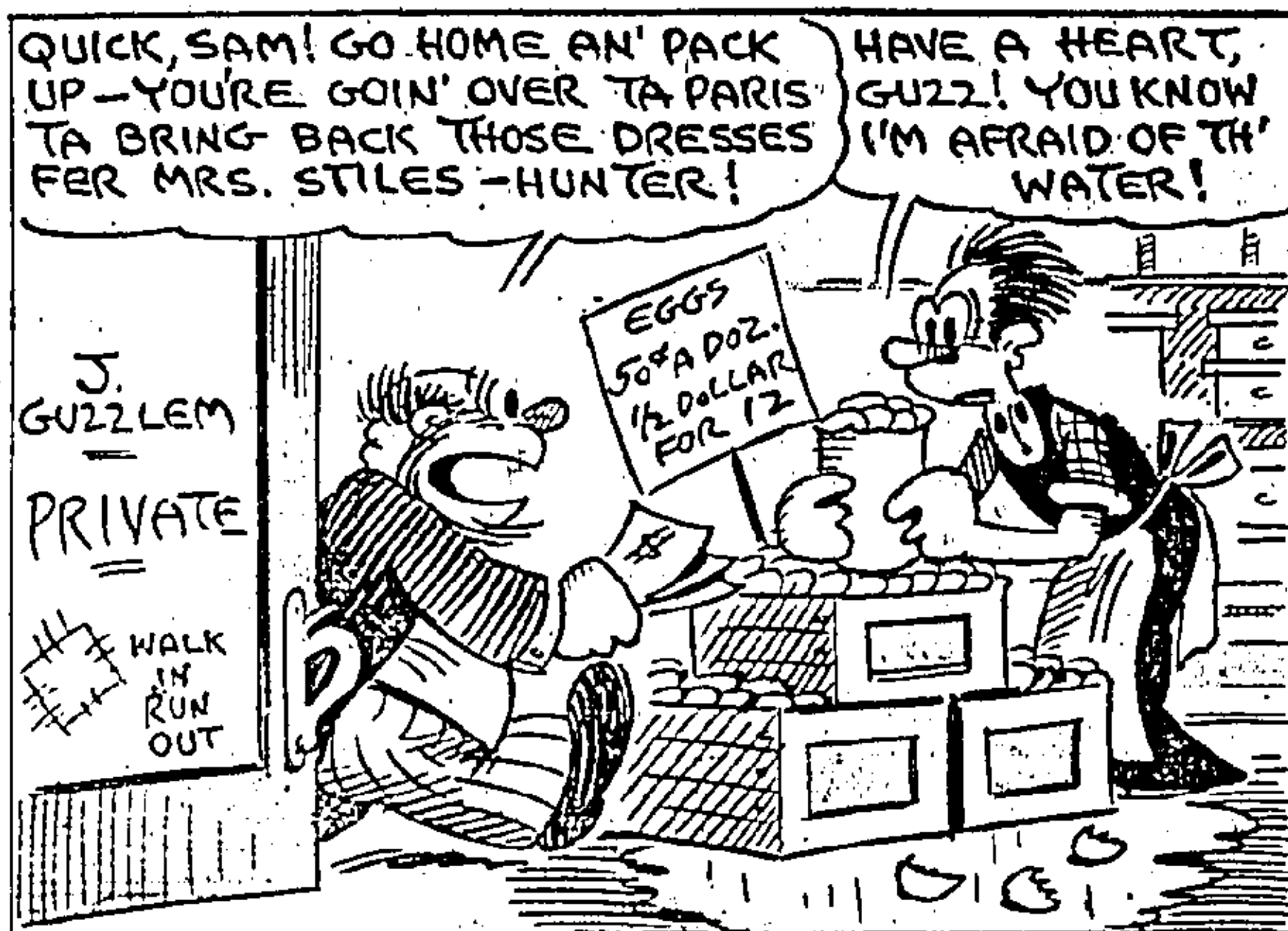
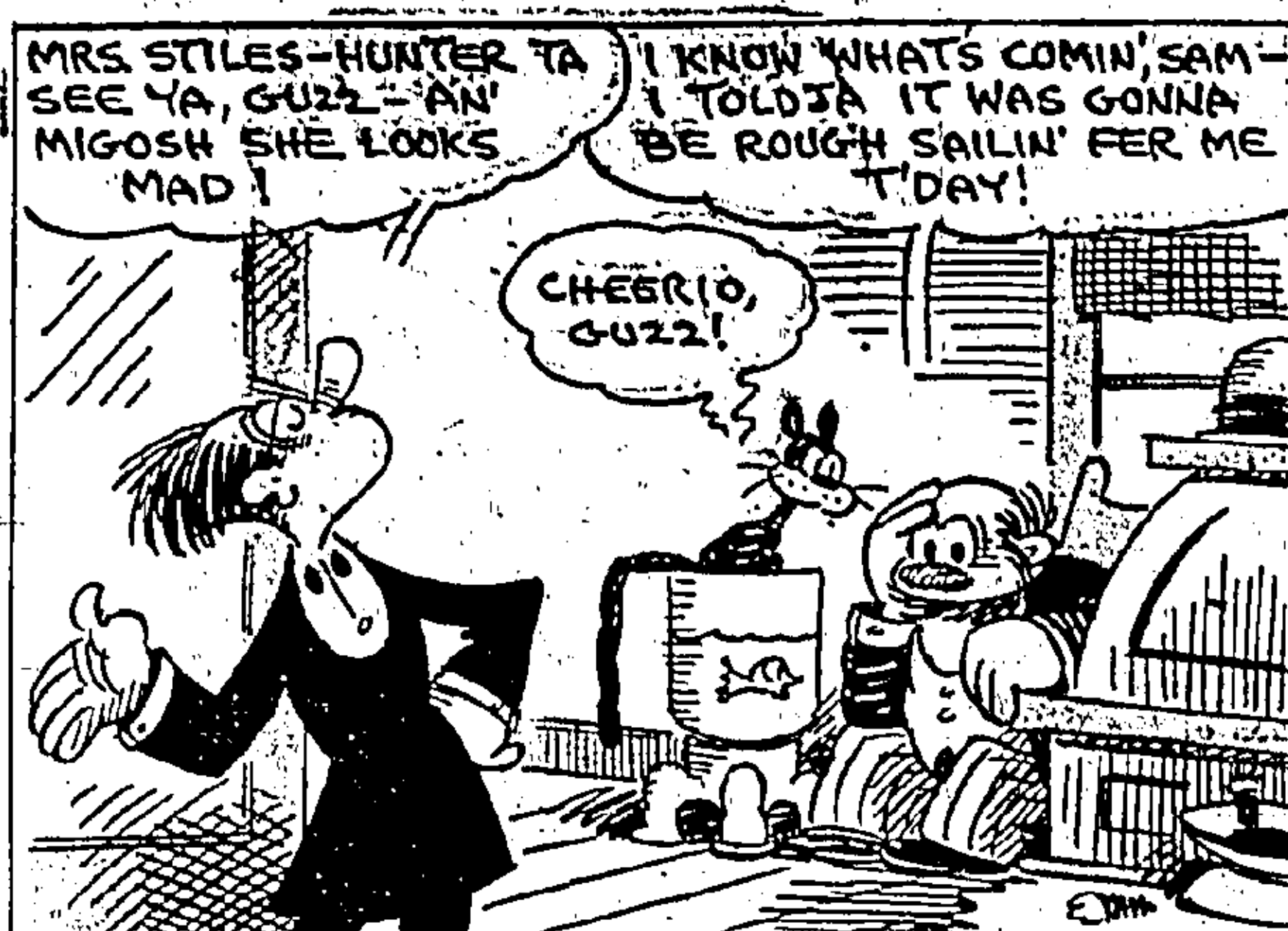
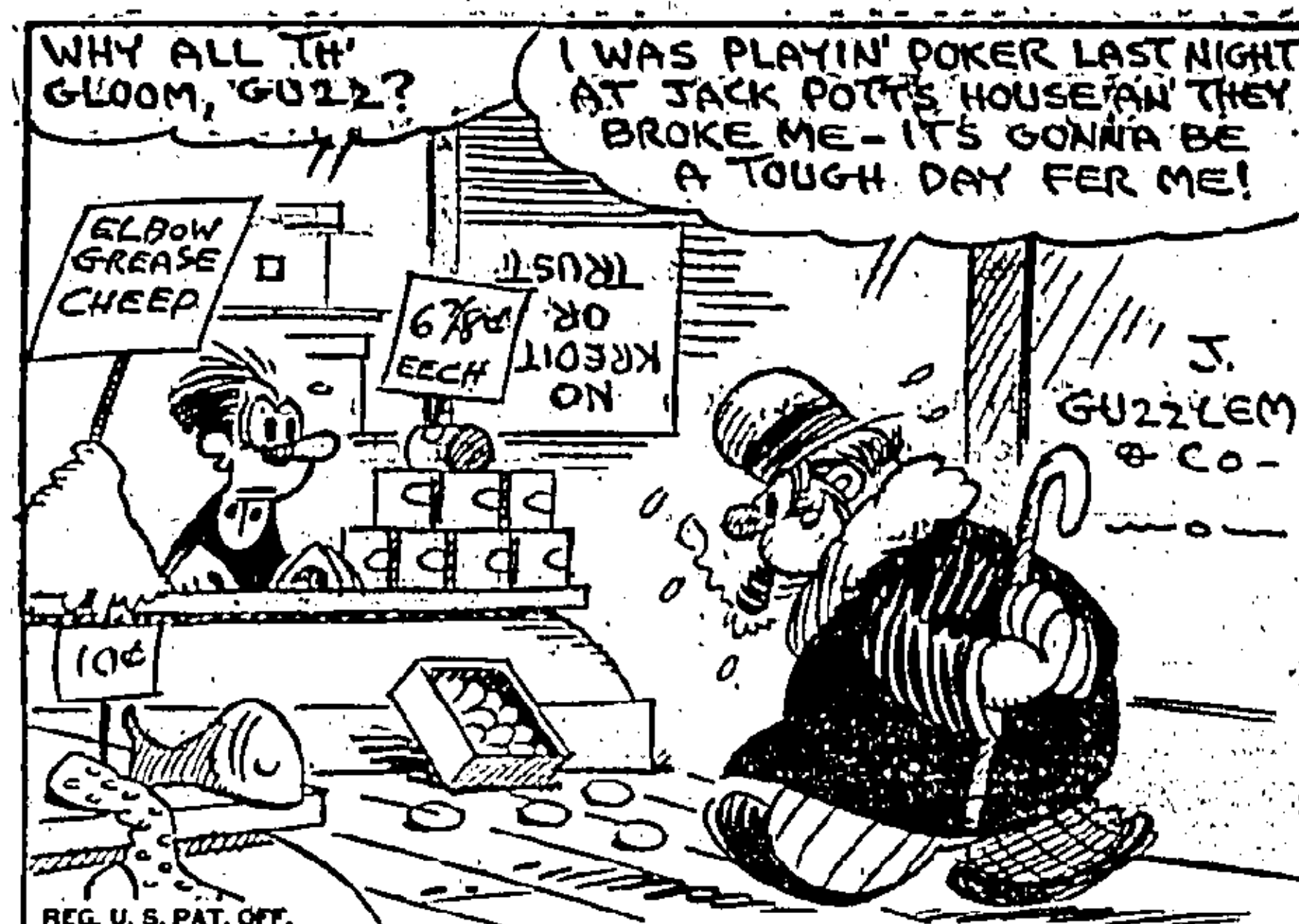
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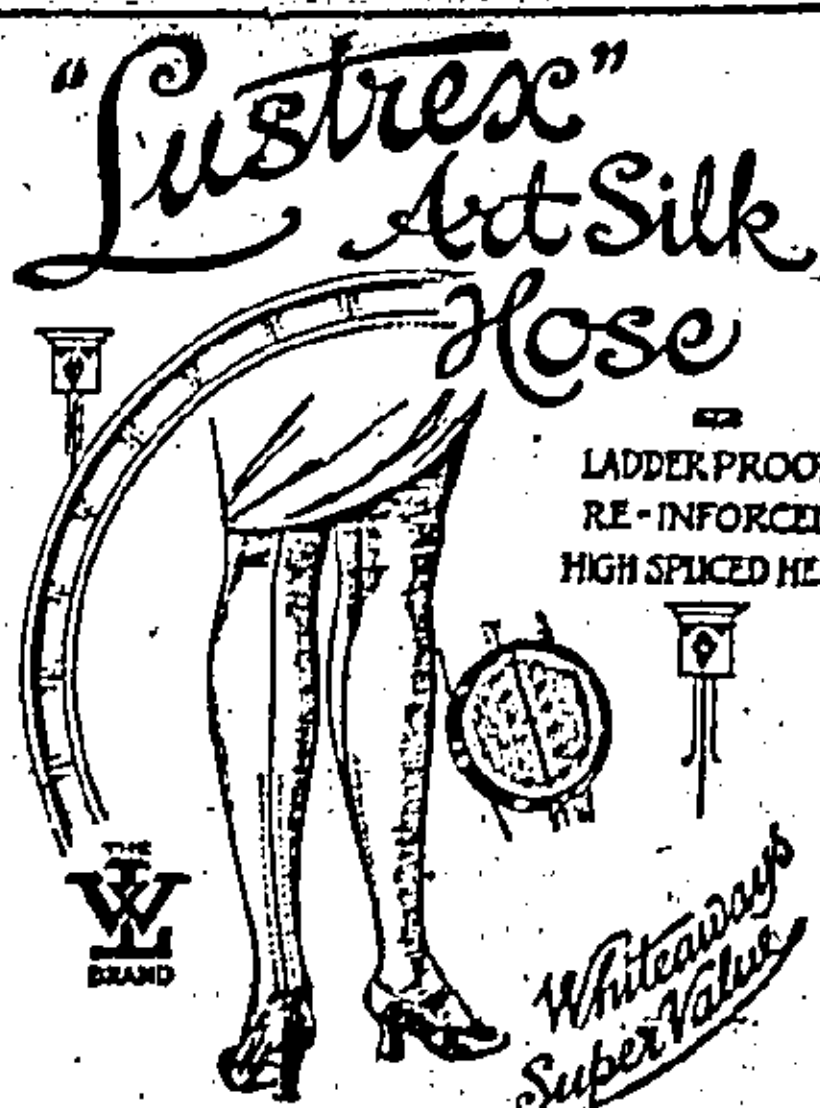
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Murder Backstairs

ANNE AUSTIN
Author of
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CHAPTER XXII.

"You see, Miss Clorinda, one can't think of everything—every little thing!" Captain Strawn sympathized, after he had sniffed the sole of each small golden slipper. "You remembered to wipe off tell-tale traces of dew and earth from these little shoes of yours, but your nose was so accustomed by that time to the odour of *Fleur d'Amour*—"

"Maybe you'd better translate it and call it 'Flower of Love'—your French is so bad," Gigi interrupted with hard flippancy, her eyes blazing like an angry cat's.

"—that you didn't smell it on the soles as you handled the shoes. But every criminal forgets something," Strawn went on, as if the child had not interrupted.

"I don't know what you're talking about," Clorinda told him tonelessly, but her face was very pale. "These little shoes tell me a secret, Miss Clorinda. They tell me that you were in the summerhouse, that you stepped into the spilled perfume."

"I've told you already that Gigi splashed the stuff all over us last night," Clorinda countered wearily. "But she didn't sprinkle the floor! A pretty keen eyewitness has already described that scene to me, young lady!"

"Your charming guest, no doubt!" Clorinda shrugged, and Dundee coloured painfully. "Nevertheless, I was not in the summerhouse last night!"

"Well, let's have a look at the dress and the cape," Strawn said cheerfully. He lifted the long-skirted evening dress of wine-red chifon velvet and passed the front of it slowly through his hands, held close to his nose, sniffing so ludicrously that Gigi giggled hysterically.

He found what he was looking for three times, but the spots were on the bodice. The skirt yielded nothing until the hem itself was passing under his nose.

"Well, I guess that settles it!" he granted with satisfaction. "The hem of this skirt has been in the summerhouse, Miss, if you haven't! Now for the cape!"

His nose was unrewarded, however, and he was about to toss the old metal cloth garment aside when Dundee sprang forward.

"I think you've overlooked something, Captain Strawn," he said quietly, pointing to a thin, dark-brown, horizontal line halfway down the back of the cape.

Strawn uttered a sharp exclamation, then scratched at the dark streak with a fingernail.

"Blood!" he announced triumphantly, his grey eyes boring into the girl who had retreated until she was leaning weakly against the foot of her bed.

"Blood?" she whispered. "I swear I didn't see any blood—I never dreamed—"

"You thought you'd got rid of every trace of Doris Matthews' blood, eh?" Strawn asked grimly. "Pretty hard thing to destroy—blood!"

"Stop! You're going to make her faint!" Gigi commanded. "Clorinda didn't kill Doris! Why should she? You have to have a motive to kill people—oh, darling! Don't look so sick! Lean on Gigi!"

"I'm all right," Clorinda said dully, but one of her beautiful white hands gripped her little sister's shoulder to steady herself. "Gigi is right. I didn't kill Doris!"

Then maybe you'll tell us who did, since you were on the scene of the crime last night?" Strawn suggested. "Come now! Who was it? Your brother, Dick?"

"I saw no one kill Doris," Clorinda answered, her voice trembling. "I did not even know she had been killed until Gigi told me this morning. . . . Oh, please give me time! I'll tell you what little I do know. I did go into the summerhouse last night, because I passed near enough to it to get a terribly strong whiff of *Fleur d'Amour*. At first I thought it was just the perfume on my dress, but another gust of wind brought the smell with such sickening force that I decided to investigate. I walked toward the summerhouse, since the smell seemed to come from there. It was light enough for me to see—"

"How?" Strawn interrupted.

"The lights that encircle the lake, concealed among the rocks, were on, as usual," Clorinda explained tiredly, not realizing that she was telling the detectives something they already knew. "I entered the summerhouse and saw a big irregular wet spot on the floor near the circular bench. I stooped, to make sure, and found that a lot of perfume had been spilled there. I once saw that whoever had spilled it had tried to wash it up, for the surrounding floor had been swabbed with water, but that was almost dry. I wondered who on earth could have done it, then I thought

mother had discovered my absence—"

"And had come looking for you with a flask of perfume in her hand?" Strawn interrupted with a twisted smile of incredulity.

"Mother is so excitable," Clorinda went on wearily. "I thought it possible that she had gone to my room, carrying the perfume, perhaps for me to admire again Mr. Crosby's thoughtfulness, and had discovered my absence and had rushed out of the house to look for me about the grounds. I could imagine her stumbling in the summerhouse and breaking the flask. It was her perfume. I had heard her tell Wickett to take it to her rooms. Naturally I could think of no other explanation as to how the perfume got there."

Dundee and Strawn exchanged a long, questioning glance. Was it possible that Clorinda was telling the truth, that she had hit upon an explanation of the most puzzling factor of the case?

But another thought occurred to Dundee almost instantly. "Yet you went to your room, Miss Berkeley, without taking the trouble to go to your mother and reassure her?"

"Yes," she agreed, shrugging. "I don't expect you to believe me, but I simply could not bear the thought of talking with mother. I knew there would be a row—"

"Because I should have had to tell her that I had made up my mind to break my engagement with Mr. Crosby?"

"My father objected violently. Isn't that enough?"

"But," Dundee reasoned with her gently, "your engagement had withstood his objections for some weeks, I gather, and your mother, at least, was wholeheartedly in favour of the marriage."

"My father did not object to the marriage until yesterday, when it was too late to cancel Mr. Crosby's invitation to visit us."

"And why did he change his mind so abruptly?" Dundee pressed her.

"Until yesterday he knew nothing about Mr. Crosby except what mother and Mrs. Lambert had told him. But he had, as a matter of precaution, asked his lawyer to get as complete a report on my fiancé as possible. It arrived yesterday, and father immediately forbade the marriage."

"Do you know what was in that report, Miss Berkeley?"

"I—did not see it," she evaded. "Look here! We're getting pretty far afield, it seems to me," Strawn interrupted ruthlessly. "Do you realize, young lady, that you've practically accused your mother of murdering her maid?"

"That's not true!" Clorinda flared. "I have accused no one. I merely told you the truth, which included my own speculations when I found that the perfume had been spilled on the summerhouse floor."

"And pretty neat, too!" Strawn said, with mock admiration. "Now, Miss Clorinda, let's get down to brass tacks! You either committed that murder or saw it done. Let me do a little speculating! You knew, before you left your room, that the family limousine and chauffeur were taking your uncle and aunt home to Westview, for you were standing at your window and saw the car driving out of the grounds. Right?"

"No. I did not see the car," she answered wearily.

"And I say you did. That you knew Arnold could not keep his appointment with his sweetheart, Doris Matthews. That she had told you your brother had forced her to promise to meet him last night?" Strawn went on relentlessly. "I say, further, that you knew, somehow, that Dick was not in his room. Probably you went up to find out, to beg him not to get into trouble with the girl. Right?"

"No! Not one word of it is true!"

"And I say it's all true!" Strawn corrected her sternly. "I say you stole out of this house to find your brother."

"You walked about the grounds, looking for him, or for him and Doris together, wondering why, neither appeared. You finally saw Doris go to the summerhouse to meet Arnold, and soon saw Dick running to join her. He had seen her from the tower window, you know. You crept up to the summerhouse, listened, heard Dick propose marriage to the girl, heard her accept him, went in and quarrelled passionately with them both."

"While the quarrel was going on, your mother came looking for you, heard voices in the summerhouse, flung herself in upon you all, perfume flask in hand, and insulted the girl. The girl answered insolently, your mother—who had slapped this girl earlier in the evening for insolence, remember—retaliated by banging her over the head with the perfume bottle—"

Gigi interrupted the recital with a long, shrill peal of laughter.

(To Be Continued)

CINEMA NOTES.

"THREE LIVE GHOSTS" AT THE QUEEN'S.

"Why is there so much secrecy about the making of talking pictures?" is a question frequently asked of studio officials when they explain to persons seeking admittance that no visitors are permitted on the sound stages.

Thornton Freeland, the director of "Three Live Ghosts," United Artists' all-talking picture featuring an all-star cast, which is now the feature attraction at the Queen's Theatre, explains the new order of things in Hollywood studios.

"It is only natural," said Mr. Freeland, "that people should want to visit the studios. Stories of the colour and glamour of motion picture making have been broadcast over the world. Naturally, one would like to see in person the people he has read so much about. In the days of silent pictures, there was no bar to visitors, but with the advent of talking pictures, things have changed. It is no longer possible to permit visitors on a set because of the absolute quiet necessary during the filming of a talking picture."

A false noise on a set during the filming of a scene would not only spoil the scene but entail the loss of thousands of dollars. Studio officials were reluctant in barring visitors from the stages but the intricate mechanical details connected with talking picture making, coupled with heavy financial loss in the event of scenes being spoiled due to carelessness, left them no alternative.

The only exception to the "no visitors" rule made during the filming of "Three Live Ghosts" was the admittance to the sound stage of Joan Herbert, eleven-year-old daughter of Beryl Mercer, famous character actress, who heads the all-star cast with Charles Montgomery, Joan Bennett, Robert Montgomery, Claud Allister, Hilda Vaughn, Shale Gardner, Harry Stubbs, Jack Cooper, Jocelyn Lee, Nancy Price and Tenen Holtz.

Majestic Attraction.

"Beau Sabreur" now showing at the Majestic Theatre, tells the story of a young French officer, Major Henri de Beaujolais, who vows to his uncle that he will live and die for France and forget that such things as women exist. Then he

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The following quotations have been received from their correspondents Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Culbertson and Fritz, Sassoon House Shanghai, (cable address: "Swanstock," Shanghai), who are not responsible for cable mutilations.

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Tone of Market—Firm.
No. of Shares done—3,500,000.
Call Money—1½%.

American Smelting	74
Anacosta Copper	107
Baltimore & Ohio	117
Borg Warner	47
Chrysler	42
City Service Common	14
Curtis Wright Common	245
Eastman Kodak	70
Electric Bond & Share	117
Erie Railroad	57
General Motors	51
General Railway Signal	98
Gold Dust	46
Goodyear Tire & Rubber	89
Granby Consolidated	47
Hudson Motors	58
International Cement	33
International Nickel	41
Montgomery Ward	6
Nevada Consolidated Copper	25
Radio Corp.	92
Sears Roebuck	92
Simmons Company	48
Standard Oil Co. of New York	36
Union Carbide & Carbon	104
United States Rubber	34
United States Steel	198

becomes mixed up in a series of desert battles, in which he has his work cut out so that France may triumph. He has been introduced to a beautiful girl, Mary Vanbrugh, and she, to save her own life, joins the party.

Henri is racing toward the Great Oasis to obtain the signature of Sheikh El Hamel on a treaty, and he fails in his mission, the sheikh casting covetous eyes on the girl. But she learns the sheikh's secret, and has the treaty signed. Henri is torn between his vow giving his love to France, and his love for the girl.

Gary Cooper plays "Beau Sabreur," and Paramount could not have found a better lead than Cooper. He is handsome and virile and fairly lives the role. Evelyn Brent is the girl. The others in the powerful cast are William Powell, Noah Beery, Arnold Kent, Joan Standing, Frank Reicher, and Raoul Paoli.



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Reserve Fund (£3,333,333).

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Branches:—Batavia, Bandoeng, Bencoolen, Birmah, Calcutta, Cebu, Hongkong, Java, Medan, Padang, Palembang, Penang, Rangoon, Rotterdam, Samaratna, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

A. STOKKINK,
Acting Manager.

Hongkong, 28th May, 1929.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ¥ 100,000,000

Reserve Fund ¥ 108,500,000

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies at: Alexandria, Batavia, Bombay, Calcutta, Cebu, Hongkong, Java, Medan, Padang, Palembang, Penang, Rangoon, Rotterdam, Samaratna, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

H. MORI,
Manager.

Hongkong, 11th September, 1929.

BANK OF CHINA.

Reorganized October 26, 1918, under special charter of the National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00

Paid-Up Capital 24,710,200.00

Reserve Funds 8,820,603.82

HEAD OFFICE: SHANGHAI.

HONGKONG BRANCH: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN,
Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £2,000,000

Subscribed Capital 2,800,000

Paid-Up Capital 1,050,000

Reserve Fund and Profits £1,545,000

BANKERS.

The Bank of England & Midland Bank, Ltd.

BRANCHES:—

Bombay, Calcutta, Cebu, Hongkong, Java, Medan, Padang, Palembang, Penang, Rangoon, Rotterdam, Samaratna, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

TRUSTEE AND EXECUTORSHIPS UNDERTAKEN.

Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

F. THOROUGHGOOD,
Acting Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.

No. 10, Des Voeux Road Central, Hongkong.

Authorized Capital \$10,000,000

Paid-Up Capital 5,000,000

Reserve 1,760,000

BRANCHES AND AGENCIES:—

Batavia, Bencoolen, Birmah, Calcutta, Cebu, Hongkong, Java, Medan, Padang, Palembang, Penang, Rangoon, Rotterdam, Samaratna, Shanghai, Soerabaya, Sourabaya, Tientsin, Yokohama.

Correspondents in all principal cities of the world.

Every description of Bank and Exchange business transacted.

SAFE DEPOSIT BOXES to let.

Business transacted. Loans granted on approved securities.

KAN TONG FO.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up 20,000,000
Reserve Funds:—

Surplus \$8,800,000

Silver \$10,500,000

Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONGKONG.

BOARD OF DIRECTORS:

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C. G. S. MACKIE, Esq., Deputy Chairman.

W. H. BELL, Esq., J. J. PATTERSON, Esq., A. H. COMPTON, Esq., T. E. PATERSON, Esq., B. LANDER LEWIS, Esq., T. H. R. SHAW, Esq., G. MACKIE, Esq., J. P. WARREN, Esq., V. M. GRAYBURN, Esq.

ACTING CHIEF MANAGER:

V. M. GRAYBURN, Esq.

BRANCHES:—

LONDON, LYONS, MALACCA, MANILA, MUAR (Siam), NAGASAKI, NEW YORK, PEKING, PENANG, RANGOON, SAIGON, SHANGHAI, SINGAPORE, SOERABAYA, SUNGAI PATANI, TIENTSIN, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd April, 1930.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.

V. M. GRAYBURN,
Acting Chief Manager.

Hongkong, 13th September, 1927.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1852.

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TO VICTORIA & VANCOUVER

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Asia	Apr. 30	May 3	May 6	May 8	May 17
Empress of Canada	May 15	May 18	May 20	May 22	May 30
Empress of Russia	June 4	June 7	June 10	June 12	June 21
Empress of Asia	June 25	June 28	July 1	July 3	July 12
Empress of Canada	July 10	July 13	July 15	July 17	July 25
Empress of Russia	July 23	July 26	July 29	July 31	Aug. 8
Empress of Asia	Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 22
Empress of Canada	Aug. 20	Aug. 23	Aug. 26	Aug. 28	Sept. 5
Empress of Russia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 19
Empress of Asia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Canada	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Russia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 14
Empress of Canada	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 28

Regular sailing hour Noon

(E/Asia & E/Russia sail at N. 10 days after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Orléans, and Hamburg.

HONGKONG-MANILA SERVICE.

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 7, 5 p.m.	May 9	May 10	May 12
May 27, 5 p.m.	May 29	May 30	June 1

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2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 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2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 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3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646,

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Steamship "PEMBROKE" ... 25th Apr.

Steamship "GLENIFFER" ... 9th May.

Motor Vessel "GLENOGLE" ... 23rd May.

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LOCAL PROGRAMMES FOR
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The following programmes will be broadcast by Z.B.W. on 355 metres over the holidays:

To-day.

11.30-12.30 p.m. Chinese recorded music.

12.30-2.00 p.m. European programme of Victor records by courtesy of Messrs. Tsang Fook Piano Co.

At 1.15: An Organ Recital by Mr. G. Longyear will be relayed from Union Church.

7.00-9.00 p.m. European programme:

"Wind Amongst the Trees." (Briccialdi) By Clement Barone.

"At the Brook." (Boisdeffe) By Venetian Trio.

"I Wish I Had My Old Gal Back Again." (Yellen-Ager-Pollack) By Henry Burr.

"Am I Wasting My Time on You." (Howard Johnson-Irving Bibo). (Howard Johnson-Irving Bibo).

"Hawaiian Nights." (Leo S. Roberts). "Aloma." (Robert Hood Bowers). Hilo Hawaiian Orchestra.

"Amapola." (J. M. Lacalle). "La Borrachita." (I. Fernandez Esperon).

"Ave Maria." (Arendale). Jesse Crawford. "Adoramus Te." (Palestrina). Palestrina Choir.

"Minuet in G." (Paderewski-Wright). "Amaryllis." (Ghys-Seredy). Victor Concert Orchestra. Rosario Bourdon, Conductor.

"Russian Lullaby." (Irving Berlin). "At Sundown." (Walter Donaldson). Jesse Crawford.

"Les Ananas." (Pearly-Eddy). "Valentine." (Henri Christine). Maurice Chevalier. Baritone with Orchestra.

"Barcelona." (Gus Kahn-Tolchard Evans). "Hello, Aloha! How Are You?" (L. Wolfe Gilbert-Abel Baer). Jesse Crawford.

"All By Yourself in the Moonlight." (Jay Wallis). "Sweetheart of All My Dreams." (Art and Kay Fitch-Bert Lowe). Johnny Marvin. Comedian with orchestra.

"An Operatic Nightmare." (Felix Arndt). "Nola." (Frank Babin. Piano solo.

"La Czarine-Mazurka." (Louis Ganne). "Rendez-vous-Intermezzo." (W. Alletier).

Victor Salon Orchestra. Nathaniel Shilkret, Director.

"At the Theatre." By Phil Baker (Comedian with accordion).

"Give Me A Night in June." (Cliff Friend).

"After I've Called You Sweetheart." (Bernie Grossman-Little Jack Litt). Johnny Marvin-Ed. Smalle. Duet with orchestra.

"The Prisoner's Song." (Guy Massey). "After the Ball." (Charles K. Harris).

International Novelty Orchestra. "Lillie E." (John Kaulia).

"Aleko." (King Kalakaua-Lizzie Alohioka).

Kane's Hawaiians, with vocal chorus. "Sharpshooters March." (Metallo).

"Beautiful Days." (Pietro). "All Alone." (Irving Berlin).

"Memory Lane." (De Sylva-Splor-Conrad). Victor Salon Orchestra. Nathaniel Shilkret, Director.

"Always." (Irving Berlin). "Dinah." (Lewis-Young-Akst).

Jesse Crawford. "You Forgot to Remember." (Irving Berlin).

"Alone at Last." (Gus Kahn-Ted Fiorito). Mario Perry.

Henry Burr. Saxophone obbligato by Rudy Wiedoeft.

"Medley of Italian Airs." (Pietro). Accordion Solo.

"By the Waters of Minnetonka." (Lienance).

1. Winnebago Love Song; 2. Love with Tears (Cheyenne).

3. Pueblo Lullaby; 4. Omaha Ceremonial.

Thurlew Lience-Clement Barone. "After I've Called You Sweetheart." (Bernie Grossman-Little Jack Little).

"The Village Blacksmith." (Weiss). Peter Dawson. Bass-Baritone.

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"The Village Blacksmith." (Weiss). Peter Dawson. Bass-Baritone.

"Just A Memory." (De Sylva-Brown-Henderson).

Jesse Crawford. 9.00-11.30 p.m. Dance programme.

11.30 p.m. Close down.

Sunday.

11.00 a.m. Church Service relayed from Union Church.

Order of Service.

Voluntary. Hymn: "Jesus Christ is Risen To-day."

Prayer. Hymn: "The Head that once was crowned with thorns."

The Lesson. Hymn: "Rejoice, the Lord is King." Offertory.

Silent Prayer. Prayer. Hymn: "Crown Him with many crowns."

Sermon: Preacher, The Rev. Frank Short. Hymn: "Blest be the Everlasting God."

Benediction. Voluntary. 12.00-1.00 p.m. Chinese programme.

9.00 p.m. Weather report. 9.00-10.30 p.m. Programme of H. M. V. records by courtesy of Messrs. Moutrie and Company:—"Fountains of Rome." (Respighi). London Symphony Orchestra, conducted by Albert Coates.

"Nirvana." (Adams). "Mountain Lovers." (Squire). John Turner. Tenor with Piano.

"The Heavens Are Telling." (The Creation-Haydn). The Choir of Temple Church, London.

"Capriccio Italian, Op. 45." (Chabikovsky). Berlin State Opera Orchestra.

"Closing Scene." (Der Rosenkavalier—R. Strauss). "Ich Weiss Auch Nix... Gar Nix." (Der Rosenkavalier—R. Strauss).

Recorded during an actual Public Performance at the Berlin State Opera House, in 1928.

"Brig Fair." (Delius). London Symphony Orchestra conducted by Geoffrey Toye.

"Yea, Though I Walk." (The Light of the World—Sullivan). "He Shall Feed His Flock." (Messiah—Handel).

The Choir of Salisbury Cathedral. "T. A. Lover Surfer Love, the Magician." (De Falla). "La Vida Breve (Spanish Dance)." (De Falla).

Symphony Orchestra. Conducted by Piero Coppola.

"The Yeomen of the Guard—Vocal Gems." (Sullivan). Light Opera Company.

"Symphony in G Minor." (Mozart). Royal Opera Orch. Covent Garden. 10.30 p.m. Close down.

Monday.

6.00-7.00 p.m. Chinese programme. 7.00-10.30 p.m. European programme of H. M. V. records and Victor records by courtesy of Messrs. Moutrie and Company:—"Clowns in Clover." Selection, (Arr. Fether). The New Mayfair Orchestra.

"That's the Reason Noo I Wear A Kilt." (Lauder). "Oh, How I Weary, Dearie, for You." (Lauder).

Sir Harry Lauder, Baritone with orchestra.

"Dear Love"—Vocal Gems (Wood, Tunbridge and Waller). Light Opera Company.

"Konzertstück"—Op. 98, Finale, (Heinrich Hofmann). "Concertino—Op. 107." (Chaminade). John Amadio, Flute with orchestra.

"If I Had A Talking Picture of You." (De Sylva, Brown, and Henderson). "I'm A Dreamer (Aren't We All)." (De Sylva, Brown, and Henderson).

Grecia Fields. Comedienne with orchestra.

"Hungarian Rhapsody No. 6." (Liszt). Michla Levitzki. Pianoforte Solo.

"Moon Enchanted." (Besley). "The Thought Never Entered by Head." (The House that Jack Built—Novello). Winnie Melville and Derek Oldham.

"Pensee D'Automne." (Jongens). "Rhapsody in C, Op. 7, No. 3." (Saint-Saens). Dr. Harold Darke. Organ.

"Anchored." (Watson). "The Village Blacksmith." (Weiss). Peter Dawson. Bass-Baritone.

10.30 p.m. Close down.

CONSIGNEES' NOTICES.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBRO' LONDON, STRAITS AND MANILA.

The Steamship, "BENMACDHUI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd May, 1930 or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th April at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 12th April, 1930.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO' ANTWERP, LONDON AND STRAITS.

The Steamship, "BENMACDHUI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd April, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 6th May, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st April, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 15th April, 1930.

"Sonata in C Minor," with orchestra. (Grieg Op. 45). Sergei Rachmaninoff-Fritz Kreisler. Violin and Piano.

"Three Corned Hat." Suite. (De Falla). New Light Symphony Orchestra conducted by Dr. Malcolm Sargent.

"Politeness." (b) Market Square. (A. A. Milne, H. Fraser-Simson). "a) Buckingham Palace; (b) The Three Foxes." (A. A. Milne, H. Fraser-Simson). George Baker, acc. by the Composer. Baritone with Piano.

"Rococo." (Palmergren). "Le Petit Ane Blanc." (Ibert). By Benno Moisewitsch. Pianoforte.

"Walk." (G. D'Ardet). "In An Old-Fashioned Town." (W. H. Squire). By John Turner. Tenor with Piano.

"Together." (De Sylva, Brown and Henderson). "Worryin'." (Fairman). By Reginald Foort Organ.

"The Pipes of Pan." (Monckton). "Already is Ever Young." (Monckton). By Winnie Melville. Soprano with Orchestra.

"a) Halfway Down; (b) Hoppy; (c) Growing Up." (A. A. Milne, H. Fraser-Simson). "a) Happiness; (b) Missing; (c) In The Fashion." (A. A. Milne, H. Fraser-Simson). George Baker, accompanied by the Composer. Baritone.

"The Twenty-Four Preludes." (Chopin, Op. 28). Alfred Cortot. Piano solo.

10.30 p.m. Close down.

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Australasia, including New Zealand & Queensland Ports,
Red Sea, Egypt, Constantinople, Greece, Levantine Ports,
Europe Etc.

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(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
MIRZAPORE	6,715	23rd Apr.	Straits, Colombo & B'bay
RAJPUTANA	16,568	26th Apr.	Bombay, M'les & L'don
KASHGAR	9,005	10th May.	Marseilles, London, Hull, Rotterdam & Antwerp
NAGPORE	5,283	17th May.	M'les, L'don, Hull, B'bg, R'dm & A'werp

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Pyrus, Smyrna and other Levant by Steamers of the
Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SHIRALA	7,841	30th Apr.	S'pore, Penang & Calcutta
TAKLIWA	7,936	8th May.	S'pore, Penang & Calcutta
TILAWA	10,006	25th May.	S'pore, Penang & Calcutta
TAKADA	9,649	3rd June.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

NELLORE	6,853	2nd May.	Manila, Sandakan, Thure
TANDA	6,956	1st May.	Island, Townsville, B'bane
ST. ALBANS	4,500	4th July.	(Sydney and Melbourne)

Regular Monthly Sailings from Hongkong to Japan and Hongkong
to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hiole,
Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports en route as
inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via the Cape.
The P. & O. French Service of Steamers to London via the Cape.
The New Zealand Shipping Co. Steamers to Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

MANTUA	10,946	25th Apr.	S'hai, Moji, Kobe & Yoko
TILAWA	10,006	2nd May.	Amoy, Moji, Kobe & Osaka
LAHORE	5,304	8th May.	S'hai, Moji, Kobe & Yoko
KHIVA	9,135	9th May.	S'hai, Moji, Kobe & Yoko

THE HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL, REPULSE BAY HOTEL,
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE, PALACE HOTEL
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Lounge and Billiard Saloon. Three minutes from Ferry. Families specially
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Mrs. J. H. Osberry,

Proprietress.

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DANCING: After Dinner every Tuesday,
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Saturday from 12 noon to 1.30
p.m. and every Tuesday, Thurs-
day and Saturday from 7.30 to
8.30 p.m.

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Arthur E. Odell

Managing Director.

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TO-DAY ONLY. at 2.30, 5.30, 7.20 & 9.20.



Amazing desert battles, with the clash of 1000 horsemen and
200 warriors mounted on camels. Beau Sabreur will astound
you with its bigness.

AT THE MAJESTIC

NATHAN ROAD
KOWLOON.

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FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

HEAVY SENTENCES IN INDIA.

RIGOROUS IMPRISONMENT
FOR LAWBREAKERS.

PESHAWAR PARDE.

Karachi, Apr. 17.
Convicted of charges of breaking
the salt law and of charges under
the Indian Penal Code, six local
leaders of the civil resistance move-
ment were sentenced to substantial
terms of rigorous imprisonment.

Doctor Chothram, President of
the Sind Provincial Congress Com-
mittee, and M. A. Bechar, President
of the Karachi Congress Committee,
each received a sentence of two
years' rigorous imprisonment. The
editor of a Hindu paper was sen-
tenced to one year.—*Reuter.*

Peshawar, Apr. 17.
Six civil resisters, adorned with
garlands, paraded through the
bazaars and addressed a gathering
of three thousand people. Manu-
factured salt was auctioned to the
gathering but no arrests were made.
—*Reuter.*

Calm Before the Storm.

Bombay, Apr. 18.
"It looks like the calm before the
storm," remarked a close associate
of Gandhi referring to the fact that
there had been no new of any ar-
rests anywhere to-day, which has
been the quietest in Bombay City
and Province since Gandhi launched
his anti-salt law campaign.—*Reuter.*

Another Arrest.

Bombay, Later.
Jumna Das Mehta, a prominent
ex-member of the Assembly, one of
the local leaders of the civil dis-
obedience campaign, has been ar-
rested.—*Reuter.*

Wanton Destruction at Karachi.

Karachi, Apr. 17.
An analysis of the casualties in
yesterday's rioting shows that one
person was killed by a bullet,
while forty-six have been admitted
to hospital as out-patients, includ-
ing seventeen Police, and eleven
are in hospital as in-patients.

The situation was quiet last
night.

The damage done includes the
wrecking of the Government
Health Laboratory, where ap-
paratus worth thousands of
pounds sterling was destroyed.
The Treasury Office and the City
Collector's office were seriously
damaged.—*Reuter.*

Lawbreakers Sentenced.

New Delhi, Apr. 17.
Davidas Gandhi and Shankar
Lal, arrested on April 9, have both
been sentenced to three months'
simple imprisonment.

Ten others arrested on the same
occasion have been sentenced to
three months' rigorous imprison-
ment.

They were volunteers breaking
the salt laws.—*Reuter.*

NOBLEMAN'S RAIN OF ORNAMENTS.

SENSATIONAL SCENE IN
PARK LANE.

A man's screams of "Help!
Police! They are trying to murder
me!" from the window of a block
of sumptuous flats in Park-lane,
W., caused a sensation.

The shouting, which could be
heard in Piccadilly, was accom-
panied by a shower of china.

The man, who was said to be a
foreign nobleman, was seen lean-
ing out of a back window 50 feet
up, gesticulating wildly, throwing
missiles and screaming in obvious
terror.

One of the pieces of china fell
through a glass roof into the office
above a garage in Hamilton-mews,
nearly hitting a girl who was tele-
phoning.

She called the drivers from the
garage, and one, Mr. V. G. Knibbs,
climbed through a fanlight to the
roof to investigate.

"I saw this hefty foreign-look-
ing man, still in his pyjamas,
leaning out of the window, and
shouting for help," Mr. Knibbs
told a Press representative.

"He said, 'Fetch a policeman.
They are trying to murder me.'
Another driver ran for a police-
man on point duty, but when the
constable climbed to a point of
vantage he found there was a wide
space between the buildings.

"He and another constable then
climbed to the roofs of the garages
attached to the building. China
was falling all around them. When
the nobleman saw the policemen
he became calmer, and they de-
scended and entered his flat.

"They had to break open his
door, which was barricaded from
the inside. The room was in
ruins. Even the wall-paper had
been stripped from the walls and
everything in the room was
wrecked."

The nobleman was removed to
another house, where he recovered
later.

THIS AFTERNOON'S RACING.

HALL PONY FOR THE EASTER
STAKES.

(By "Ringtail.")

Though not the most valuable
event on the programme at
Happy Valley this afternoon, the
Commonwealth Handicap "A"
Class will probably evoke most
interest, especially as Zorhan, a
fast pony from Shanghai, is due
to run. This pony is no novice to
racing and considerable interest is
attached to his first appearance
here. He will find a worthy
opponent in African Eve if he is
started, whilst if Fifty Fifty, Four
Clubs or Peterkin go to the post,
this event should be very interest-
ing.

President Hall is certain to start
favourite for the principal race on
the card, the Easter Plate, and I
have every reason to suspect that
this race also will prove an in-
teresting contest if the champion
is opposed by Royal Flush,
Picallili or Chesapeake Bay.

Another interesting contest is
likely to be seen for the Dominion
Plate, which is for subscription
griffins. Bridge Hall, Done Again,
Tango and Tonbridge will be out
in this event. Of those mentioned,
I am inclined to favour Bridge
Hall, a consistent performer who
has received a fair share of For-
tune's favour during the present
season. My selections are:

1st Race.

1. Boxing Eve.
2. Winsome Stag.
3. Pickle.

2nd Race.

1. Thunder Bolt.
2. Campbell.
3. Imperial Hall.

3rd Race.

1. Christmas Belle.
2. Christmas Frolic.
3. Blue Boy.

4th Race.

1. President Hall.
2. Royal Flush.
3. Chesapeake Bay.

5th Race.

1. Zorhan.
2. Picallili.
3. Fifty Fifty.

6th Race.

1. One Third.
2. Lobster Bay.
3. The Tiger.

7th Race.

1. Snaefell.
2. Teuchit.
3. Shanghai Beau.

8th Race.

1. Bridge Hall.
2. Done Again.
3. Tango.

9th Race.

1. Majestic Hall.
2. Carnival Eve.
3. Grand Tatoo Eve.

10th Race.

1. As You Like It.
2. Sunloch.
3. Movanager.

FRENCH LESSON OF £8,000,000.

BIGGER BILL MAKES
FEWER GUESTS.

It is reckoned by experts that
the total amount of money left in
France by foreign visitors last
year was £8,000,000 below that of
1928.

Both the winter and summer
seasons of 1929 have been very bad
from the business point of view.
There has been a decided drop in
the receipts of the gambling tables
in all the casinos of France; while
most of the hotels in watering
places—and specially the big, ex-
pensive places—have had difficulty
in making ends meet.

It is pointed out, on the other
hand, that last year's season in
holiday resorts of England, Ger-
many, Italy, Switzerland and
Czecho-Slovakia was good.
These countries are said to have
attracted North and South Ameri-
cans, who no longer favour the
French resorts as they did.

"Spa Percentages"

French "tourisme" experts say
that hotel proprietors and the spas
and resorts generally have only
themselves to blame.

Exorbitant prices are demanded
in many hotels which lack up-to-
date comforts.

Innumerable "supplements" are
added to bills—in addition to the
visitors' tax, the Municipal taxes,
the Government taxes, and the
"Tax de Luxe."

"Tips" are also expected, in
spite of the 10 per cent. service
tax.

EGYPTIAN PARLEY ADJOURNED.

DIFFICULTIES REMAIN TO
BE OVERCOME.

HITCH OVER SUDAN.

London, Apr. 17.
The Foreign Secretary, Mr.
Arthur Henderson, informed the
House of Commons this morning
that the statement he had hoped to
make before the Easter adjourn-
ment regarding the Anglo-Egypt-
ian negotiations would have to be
postponed.

He said it had been hoped that a
complete agreement would have
been reached before the House
rose, but certain important points
still presented difficulties and it
had accordingly been agreed that
the discussions should be adjourned
over the Parliamentary recess.

This announcement followed fur-
ther protracted meetings between
the delegates. They met yesterday
afternoon and continued the dis-
cussions after a dinner given by
the Egyptians in the Foreign Sec-
retary's honour until long after
midnight, meeting again at an
early hour this morning when the
decision to adjourn for a few days
was taken.

The Egyptian delegation re-
quested an adjournment in order
to consult their Government on
certain points which have arisen in
the discussions.

The Egyptian delegation stated
afterwards that they thought an
agreement had been reached but
they found in the early morning
that their proposals (which they
describe as being most moderate)
regarding the Sudan, were not ac-
ceptable to the British Govern-
ment.

Consequently, it was decided
after further discussion in the
morning that Nahas Pasha should
be given time to consult his col-
leagues in Egypt as Mr. Henderson
also had to consult his colleagues
in London.—*Reuter and British
Wireless.*

A CLUB FOR GIRL SERVANTS.

MANAGED BY THEMSELVES
IN CHELSEA.

An up-to-date social club for
domestic servants, the first of its
kind, has been opened in Chelsea,
and will shortly take over per-
manent premises, where facilities
will be provided for recreation and
education.

The idea came originally from
Lady Maude Hoare, who was the
first president of the committee
formed to bring the club into be-
ing. Now her aim has been
achieved, she has resigned from
the presidency, taking a place as
an ordinary member of the com-
mittee.

Mrs. A. K. Worsthorne, the
chairman of this committee, told
a representative of the *Morning
Post* that the club had been in
existence only since January 5,
but already had proved such a
marked success that a permanent
building was being secured. The
membership had risen from 60, to
150, and the single room in Chel-
sea, used at present, had proved
quite inadequate to its needs.

Membership, she said, was open
to all female domestic servants in
London, the original idea being to
provide social amenities during
their spare time for girls who have
no homes in London. At first
membership was confined to Chel-
sea and district, but now girls from
every part of London are joining.
At present they pay 2s. 6d. a month
if over the age of 21 and 1s. if
under that age.

Lectures on domestic economy
and kindred subjects are being
given, dances are arranged, and
a swimming club has been formed.

The club was managed by the
members, who had elected their
own house committee and decided
when and where dances should be
held, and appointed sub-com-
mittees to deal with such aspects
of club life as tennis and swim-
ming. For the winter month-
ly table tennis is the main diversion
of the club and had proved ex-
tremely popular.

The club, which is known as the
Chelsea Imperial Club, is strictly
non-political and non-sectarian,
and has been registered under the
Friendly Societies Act.

SCAFFOLD STAGING COLLAPSES.

WOMEN COOLIES' NARROW
ESCAPE.

Four women coolies experienced
narrow escapes from serious in-
juries yesterday morning, when a
scaffolding staging, on which they
were carrying out some building
work in Peking Road, Kowloon
collapsed and threw them to the
ground.

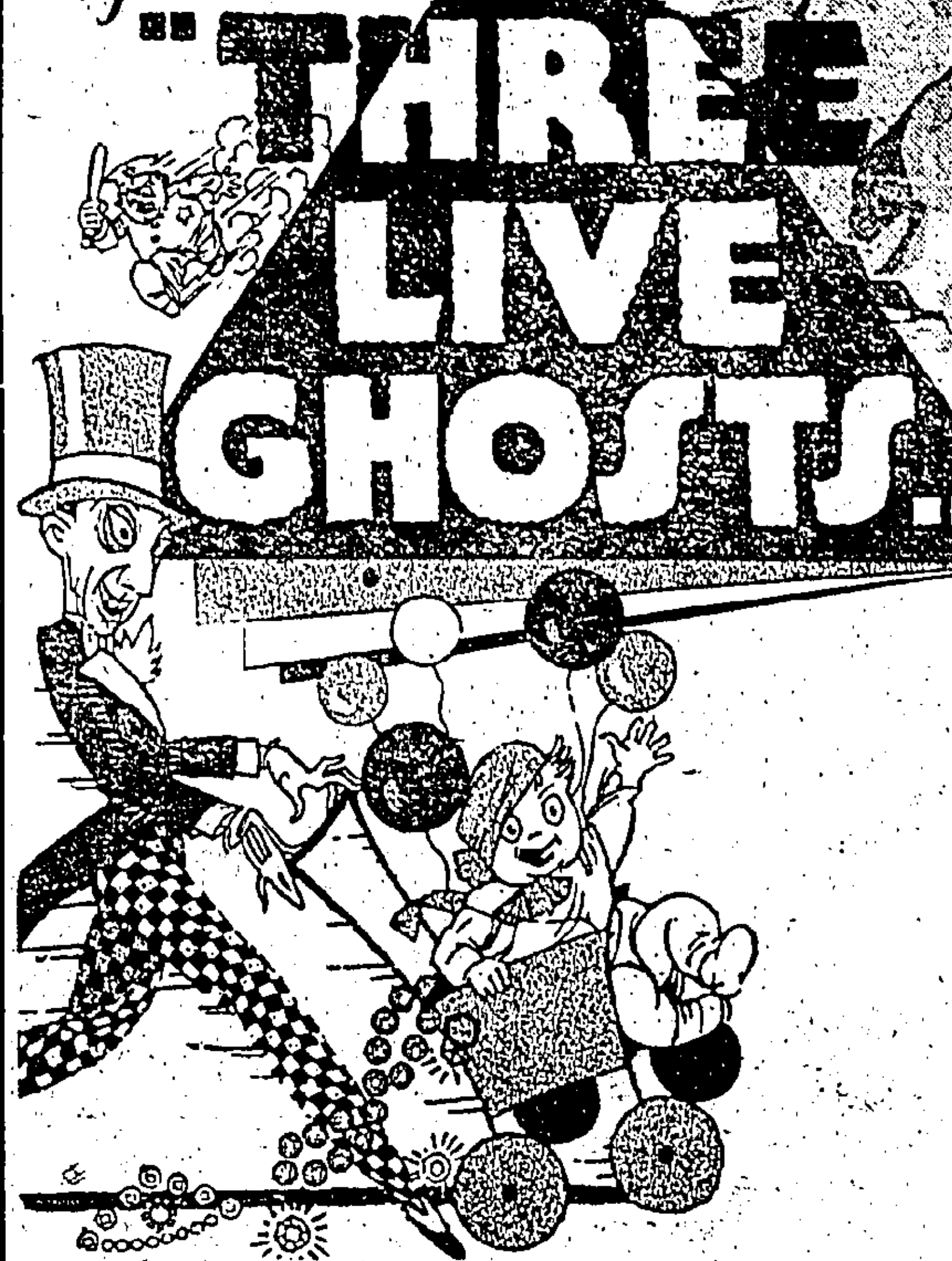
They were:—Ho Sum (37), 989,
Canton Road; Lam Chat (44), 344,
Reclamation Street; Mui Fat-mui
(23), 41, Temple Street; and Ho
Sam (43), 574, Canton Road.

All four were taken to the Tung
Wah Hospital, the first two being
detained. Fortunately none of
them was seriously injured.

ALL-TALKING

JOSEPH M. SCHENCK

presents
*The Laugh Hit
of the Season*



AT THE

QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

FROM MICHAEL ARLEN'S FAMOUS NOVEL



JOHN GILBERT GRETA GARBO
A Woman of Affairs

AT THE

WORLD FINAL SHOWINGS TO-DAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra



AT THE

STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30 & 9.20